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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVI.

CHICAGO, ILLINOIS, FEBRUARY 15, 1908.

No. 8.

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OR

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STEPHENS-ADAMSON MFG. CO.

MANUFACTURERS OF CONVEYING AND TRANSMISSION MACHINERY

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In Elevator Machinery and Supplies may be had on short notice, at any time, by sending your orders to us. We have the big assortments, our goods are always of the best obtainable quality and our prices as low as consistent with such quality.

We have the finest equipment in the country for doing
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BELT CONVEYOR ROLLS



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BOILERS: FIRE-TUBE, WATER-TUBE, FIRE-BOX, INTERNAL-FURNACE AND VERTICAL

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AND THEIR CONTENTS

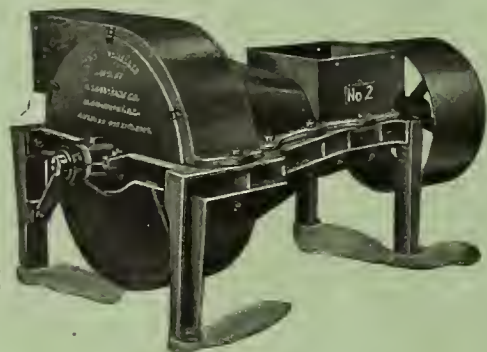
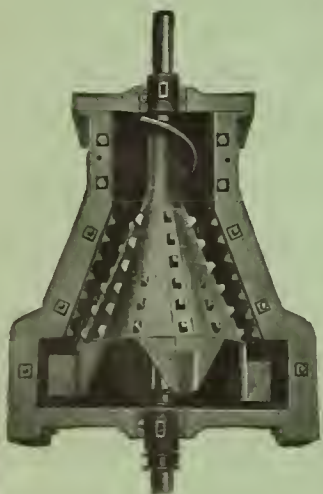
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Pat.
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Is the best sheller you can buy. Notice how it is put together, and what it would require to install it. Only a connecting spout to the elevator boot and the usual receiving hopper. Only a wrench and the new casting to repair it. The teeth are chilled, the fan strong, in fact, all the castings are heavy. Made in four sizes—all iron, or on wood frame, if preferred. Capacity guaranteed.

Also notice this No. 26-77 B. S. C. chain. It is tested at 2,000 pounds strain. Buy it for new and old drags. It pays.



All Orders Filled Promptly. Send for Catalog.

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AIR DRIED GRAIN

(NOT KILN DRIED)

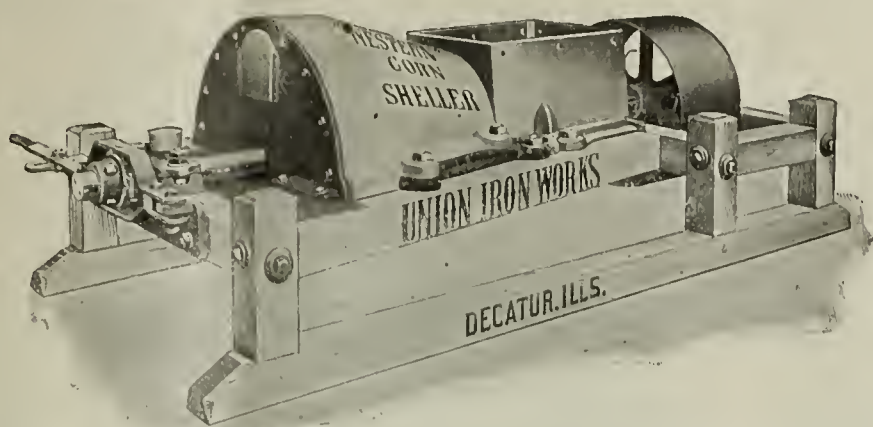
The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels' capacity and up.

“Ellis Grain Drier”

ELLIS DRIER CO.

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"Western" Warehouse Sheller, Style A. Five Sizes Capacities 600 to 2,500 Bu. Per Hour.

PROGRESS Improvement

See these cuts of our
New Style A Ware-
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Positive feed

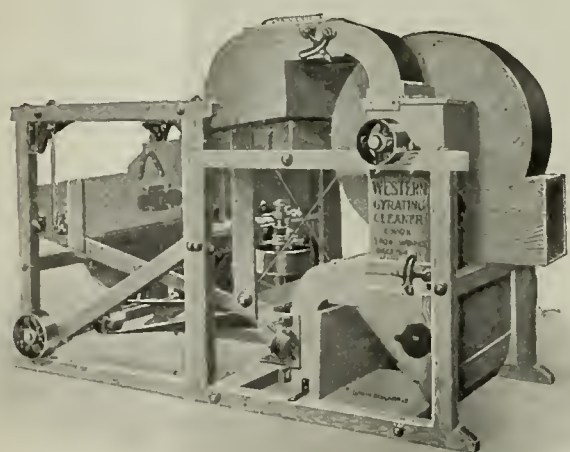
Increased capacity

MANUFACTURED SOLELY BY

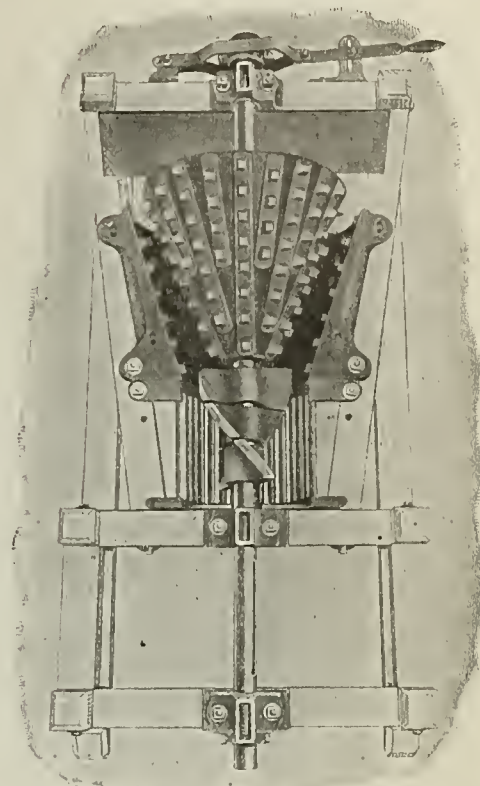
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- Decatur, Ill.

WRITE FOR PRICES AND
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Western Gyrating Cleaner. Eight Sizes. Capacities 200 to 2,500 Bu. Per Hour.



Interior View of Style A Sheller Showing
Screw Feed.

Complete Stock Carried in Kansas City, Mo., 1221-1223 Union Avenue

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Grain Driers and Conditioners

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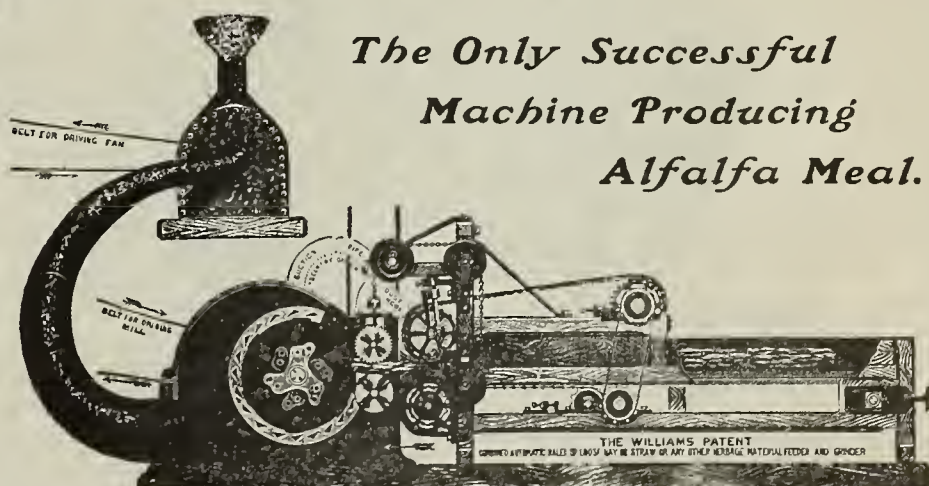
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Chas. R. Lull, " " "
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Fagg & Taylor, 2 Driers, Milwaukee, Wis.

Write any or all of above users for their verdict. I am willing to abide by what they will tell you.

It takes some time to build these large driers and now is the time to place your order for a **Morris Drier**, which you will surely need to place your grain in merchantable condition. Don't wait until you lose the cost of a drier before installing one, as they pay for themselves in a few months.

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*The Only Successful
Machine Producing
Alfalfa Meal.*

We have equipped 15 alfalfa plants, all in operation
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Write for our new Stock Food Bulletin.

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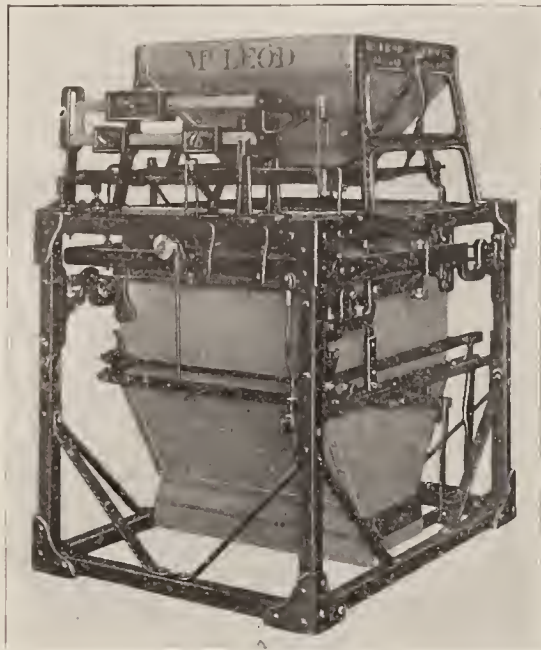
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Old Colony Building
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THE McLEOD AUTOMATIC SCALE

The scale that weighs



HAVE you ever seen an automatic scale choke up on light oats or straws in the grain? Of course you have, but not a McLEOD!! We guarantee them against this.

Do you want an automatic scale that can be set in one second to weigh by hand, thus testing at any stage of your work whether your grain is running uniform or varying in grade? If so, you want a McLEOD.

Factories at Bloomington, Ill., and Marietta, Kan.

NOTE—The McLeod Automatic Scale was formerly made under lease of our patents, by a company at Peru, Ill., but this lease terminated July 17, 1907, and anyone buying a McLeod Scale from any firm except ours will be liable to us for a royalty.

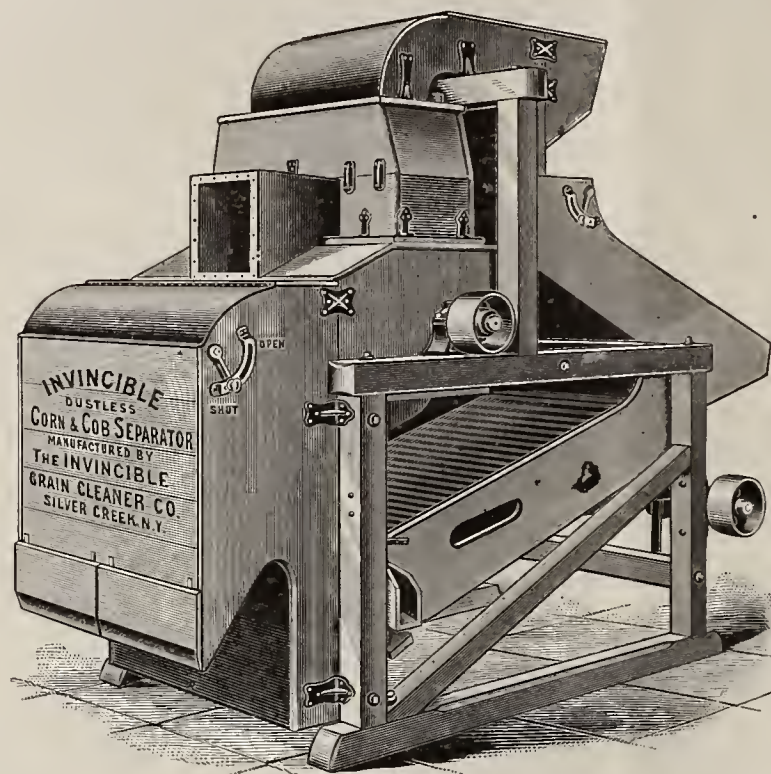
Agents wanted among grain men everywhere
For catalog and terms address

McLEOD BROS., - Bloomington, Ill.

CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

— REPRESENTED BY —

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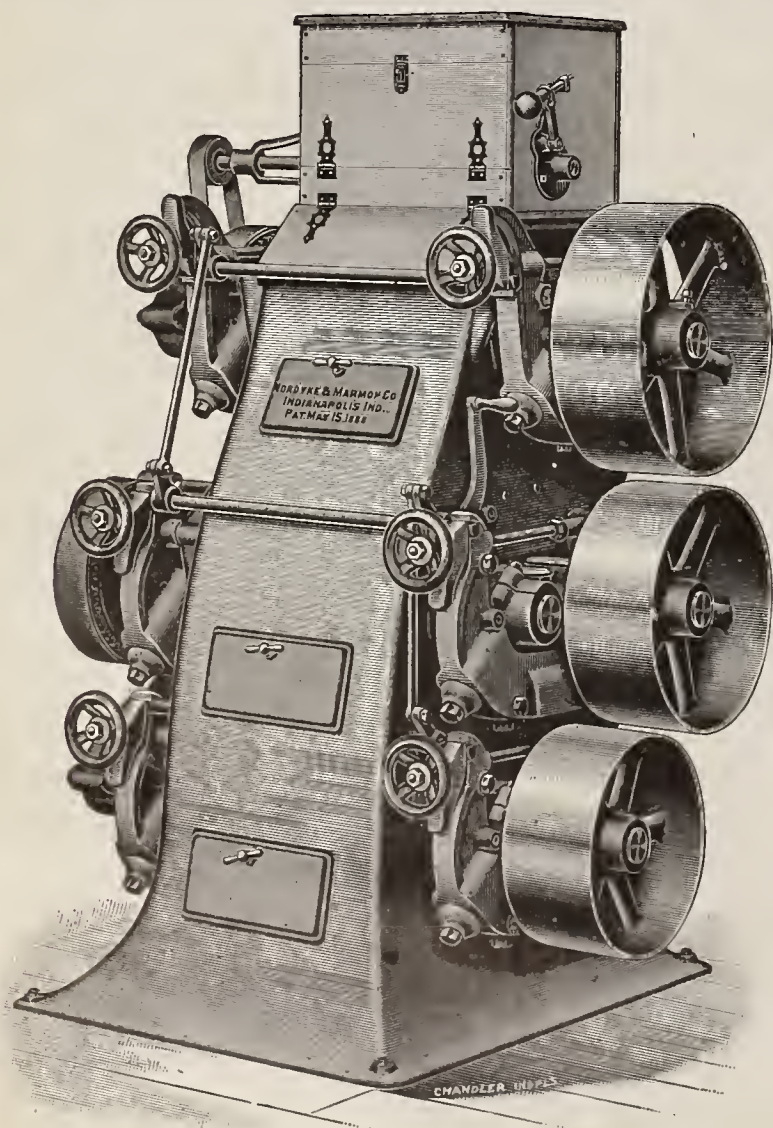
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THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

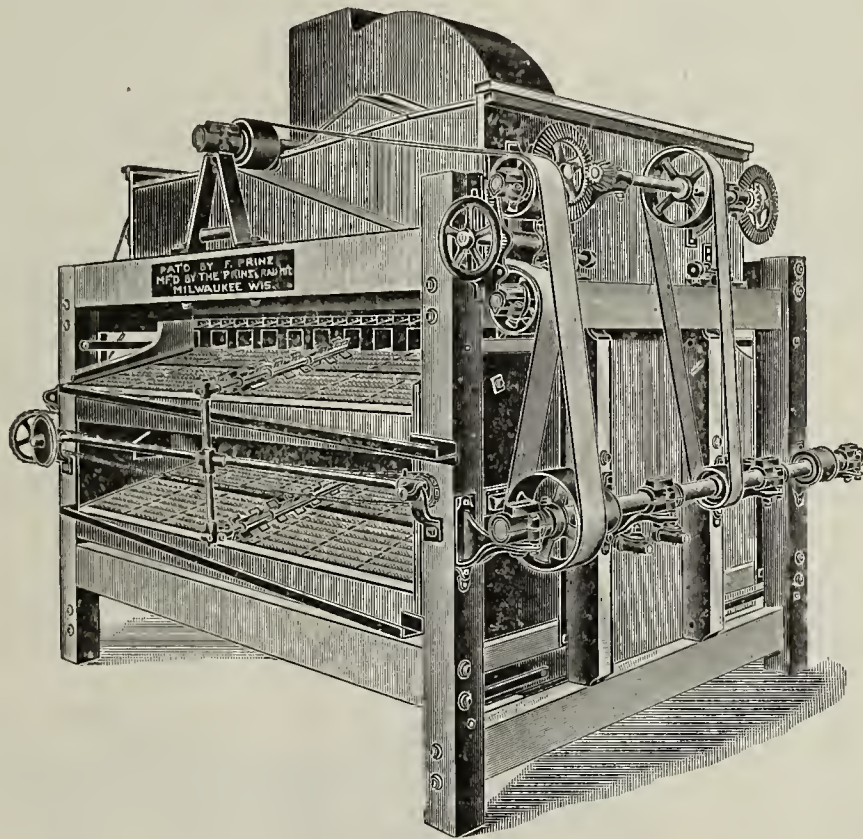
Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.

Prinz Patented Automatic Separators



HAVE ESTABLISHED A HIGH STANDARD FOR SIEVE AND AIR SEPARATIONS.

ORIGINALITY and not IMITATION DISTINGUISHES OUR SEPARATORS.

THE PRINZ SEPARATOR GIVES UNIVERSAL SATISFACTION.

THE PRINZ & RAU MFG. CO., Milwaukee, Wis.

Minneapolis, Minn., Nov. 13, 1907.

Gentlemen:—We take pleasure in stating that your AUTOMATIC SEPARATORS have given us the best satisfaction. In addition to the machines which we have had in operation for a number of years in our mills, we have just installed SEVEN of these in our NEW ELEVATOR. All we can ask is that these new machines give us as good results as those we have in operation.

17. W. H. B.

Yours truly,

(Signed)

WASHBURN-CROSBY CO.
By W. H. Bovey.

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Milwaukee, Wis.

REPRESENTED BY W. G. Clark, 415A La Salle Ave., Chicago, Ill.; A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; G. M. Miles, 1057 Pierce Bldg., St. Louis, Mo.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 770 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
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Improved Belt Conveyor

Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies.

H. W. Caldwell & Son Co.

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New York, 95 Liberty St.

Corn Shippers

The chances of corn heating in transit are sufficient without including broken kernels and cobs, shucks, silks and fine dirt. Clean corn that has been well shelled will stand shipping better than the dirty.

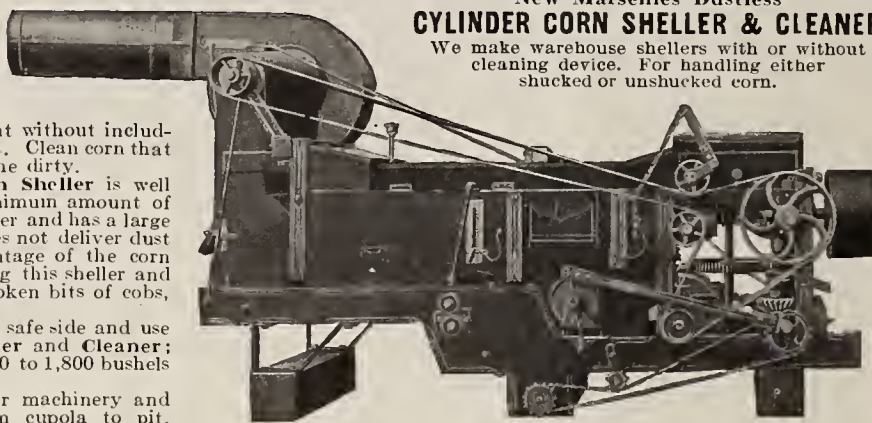
The New Marseilles Dustless Cylinder Corn Sheller is well made, stands hard work and will shell with a minimum amount of breakage of both cobs and kernels; requires little power and has a large capacity. This is the only Cylinder Sheller that does not deliver dust or dirt into the cob pile; that saves the largest percentage of the corn and that cleans both the corn and the cobs. By using this sheller and cleaner you get uniform kernels, that are free from broken bits of cobs, pieces of the husk, silks or other foreign matter.

This year corn requires careful handling; be on the safe side and use the New Marseilles Dustless Cylinder Corn Sheller and Cleaner; your corn will grade better. Made in 3 sizes from 200 to 1,800 bushels per hour.

We also manufacture a complete line of elevator machinery and supplies, and can equip your new elevator from cupola to pit. Send for catalog.

New Marseilles Dustless CYLINDER CORN SHELLER & CLEANER

We make warehouse shellers with or without cleaning device. For handling either shucked or unshucked corn.



Marseilles Manufacturing Company, Marseilles, Illinois

DEAN ENGINES

GAS-GASOLINE-ALCOHOL

OUR Catalog is unique. It gives the bore and stroke of our engines—tells just what is included in each equipment; explains why we offer 30 days free trial and sell at prices that defy competition. Sent free on request. Address the DEAN GAS ENGINE & FOUNDRY CO. 107 Front St. Newport, Ky.

DEAN ENGINES

GAS-GASOLINE-ALCOHOL

Large cylinders, simple construction, economical operation, jump spark ignition, 30 days free trial, and a plain honest statement of what constitutes a good engine—all these things and more are explained in our catalog. Address the DEAN GAS ENGINE & FOUNDRY CO. 107 Front St. Newport, Ky.

DON'T GUESS! BE SURE!

Albion, Ind.

Richardson Automatic Scales will tell you every pound of grain you ship and save you losses by receivers' claims on leakages in transit.

"We originally put in one of your scales at one of our elevators and found the same so satisfactory that we have purchased three more of them and they are all giving the best of satisfaction."

We can consistently recommend your scale to anyone owning an elevator, for they save a great many times the cost of them in annoyance of claims for shortages, and furthermore, since having your scales we get very few complaints for shortages. We therefore can recommend them in good faith."

STRAUS, ACKERMAN & CO.

RICHARDSON SCALE CO.

7 Park Row, New York

122 Monroe St., Chicago

Johnson Grain Renovator and Dryer

This equipment will positively dry and keep cool all grain in elevators. No heat necessary; cold, dry air does the work. Manufactured and installed anywhere in the United States by

E. G. ISCH & CO.,

PEORIA, ILL.

Don't Get a "Choke" in Your Profits

Do you know you are only using one-half your REAL elevating capacity?

Do you know that there is a way by which you can positively prevent any possibility of a choke, a way which will pay for itself in a very short time by doubling your elevating capacity at LESS than your present expense?

The Hall Non-Chokable Boot

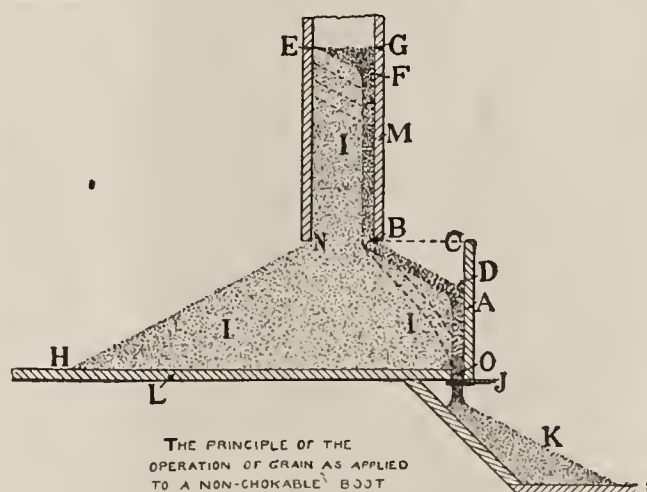
is the Solution

It fills your cups heaping full always.

It absolutely prevents chokes in the Boot

It saves the wages of a feed gate attendant.

It is absolutely automatic in action, as it is built on perfect and simple scientific principles, and cannot get out of order.



THE PRINCIPLE OF THE OPERATION OF GRAIN AS APPLIED TO A NON-CHOKABLE BOOT

Sent on Trial

We will ship the Hall Non-Chokable Boot to any elevator owner on free trial. Set it up in your plant. Try it thoroughly. If it does not do all that we claim for it and more, return it at our expense. Remember we guarantee the Hall Non-Chokable Boot in every respect.

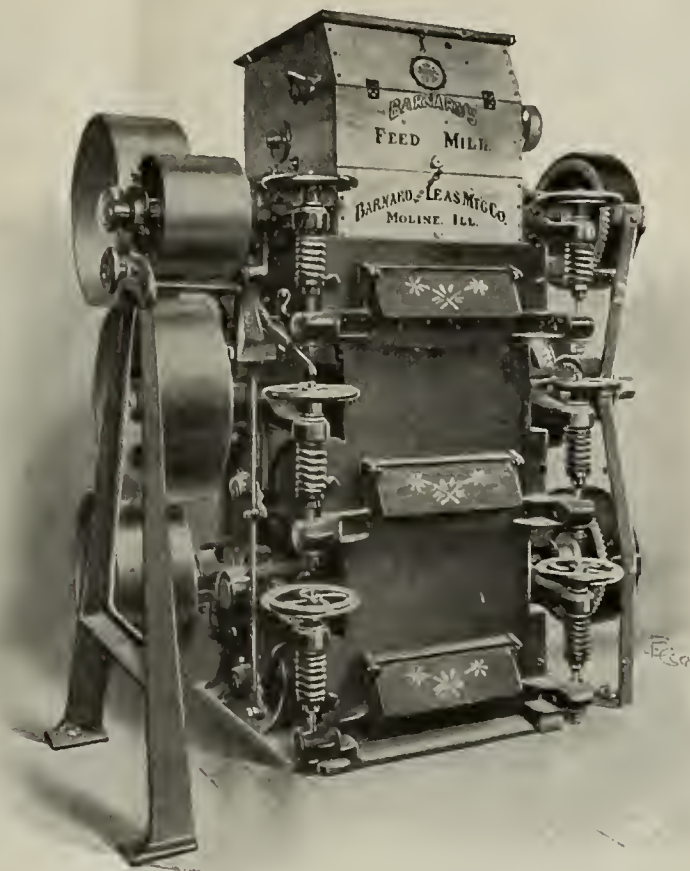
Write for Catalogue To-day

Our new catalogue just issued tells the whole story. It fully and clearly illustrates and describes every detail of the construction and operation of the Hall Non-Chokable Boots. A quarter of an hour spent in reading the catalogue will bring big dividends. A postal card will bring it.

HALL DISTRIBUTOR CO.

506 First Nat'l Bank Bldg.

OMAHA, NEB.



BARNARD'S SIX-ROLLER OR THREE-PAIR-HIGH MILL

ROLLER FEED MILLS

We make them for all purposes.

We make them for grinding all kinds of feed as well as fine table meal. Our line includes Willford's Light Running Three-Roller Mill and Barnard's One, Two and Three Pair High Mills.

We also make a complete line of Corn Shellers and Cleaners, including the Victor Corn Sheller and Cornwall Corn Cleaner.

Also Separators and Scourers of all kinds, and furnish everything needed in elevator supplies.

Send for latest circulars

BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies

MOLINE, ILLINOIS

A Few of Our Bargains in Large Elevator Machinery

- 2 Barnard & Leas Dustless Elevator Separators, capacity 2,500 bushels per hour each.
- 2 Barnard & Leas Dustless Elevator Separators, capacity 2,000 bushels per hour each.
- 2 Eureka Warehouse and Elevator Separators, side shake, 1,800 bushels' capacity each.
- 1 800-bushel Improved Eureka Oat Clipper, with fan separate from clipping cylinder.
- 1 No. 5 Eureka Horizontal Oat Clipper, with shoe, capacity 600 bushels per hour.
- 2 No. 4 Barnard & Leas Oat Clippers and Warehouse Scourers, capacity 400 bushels per hour.
- 2 No. 6 Invincible Oat Clippers, capacity 800 bushels per hour.
- 1 Eureka Improved Elevator Oat Clipper, with shoe, capacity 800 bushels per hour.
- 1 No. 4 Victor Corn Sheller, 1,300 bushels per hour capacity.
- 1 No. 4 Cornwall Shaker Corn Cleaner, capacity 1,300 bushels per hour.
- 10 No. 7 Cyclone Dust Collectors, with hoods.
- 3 30-inch Webster Belt Conveyor Trippers.
- Large lot of wood and iron Rollers and Oscillating Bearings for Belt Conveyors.
- 2 Elevators, complete, with legging, 100-ft. centers, 60-in.x24-in. head pulleys, 22x7 cups, cast-iron boots.
- 2 Elevators, same size as above, 30-ft. centers.
- 2 Car Pullers, complete.
- Large lot of Power Connections, consisting of Gearing, Pulleys, both Wood and Iron, and Rope Sheaves.

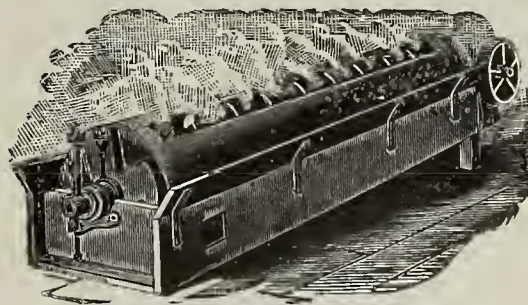
These machines are all modern, have been but little used and have been well cared for. We will put them in order like new and will make a price on them that will surprise you. Write us about them.

Gump Machinery Co.

53 SOUTH CANAL ST.

CHICAGO, ILL.

SEE THAT YOUR CONTRACTS CALL FOR



THE
**CUTLER
STEAM
DRYER**

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO, SAND, COAL DUST, GRAPHITE, CLAY AND ORES

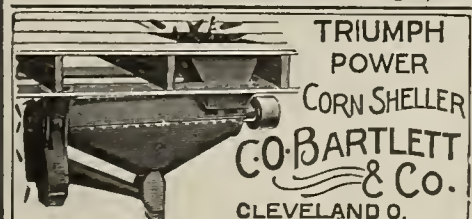
Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST.



GILSON MFG. CO., 408 Park St. Port Washington, Wis.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence Invited.

SIDNEY ELEVATOR MFG. CO.
Sole Manufacturers SIDNEY, OHIO

HESS-DRIED CORN

Dried with warm air. Cooled with fresh air in a **HESS DRIER**.

Best for Shipping

Best for Storing

Best for Milling

HESS-DRIED CORN is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of HESS DRYING sweetens it, removes all odors, and by driving out all excess moisture, prevents heating, and makes it safe for shipping or for storing indefinitely.

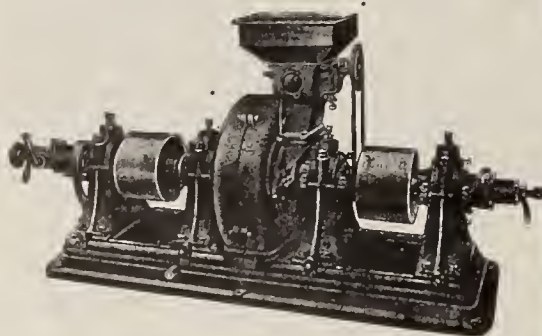
Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

Hess Warming & Ventilating Co.

910 Tacoma Bldg., CHICAGO

Monarch Attrition Mills

Make Feed
Grinding
Pleasant
and
Profitable



The ease with which the Monarch can be operated makes feed grinding a pleasure.

Our mill does not require constant attention and frequent repairs to keep it going, but runs steadily day in and day out. This means something in the busy season.

Its operation is profitable because it grinds feed the way your customers want it. No matter what the feed material, the Monarch will grind it satisfactorily. We make a number of sizes and have a mill suited to your requirements.

OUR CATALOGUE

Gives all the information that a prospective customer can desire. It tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

SPROUT, WALDRON & CO.

John Williams Taylor, Southwestern Agent,
491 Pacific Ave., DALLAS, TEXAS

Box 320, Muncy, Pa.



THE "EUREKA" CORN DRYER

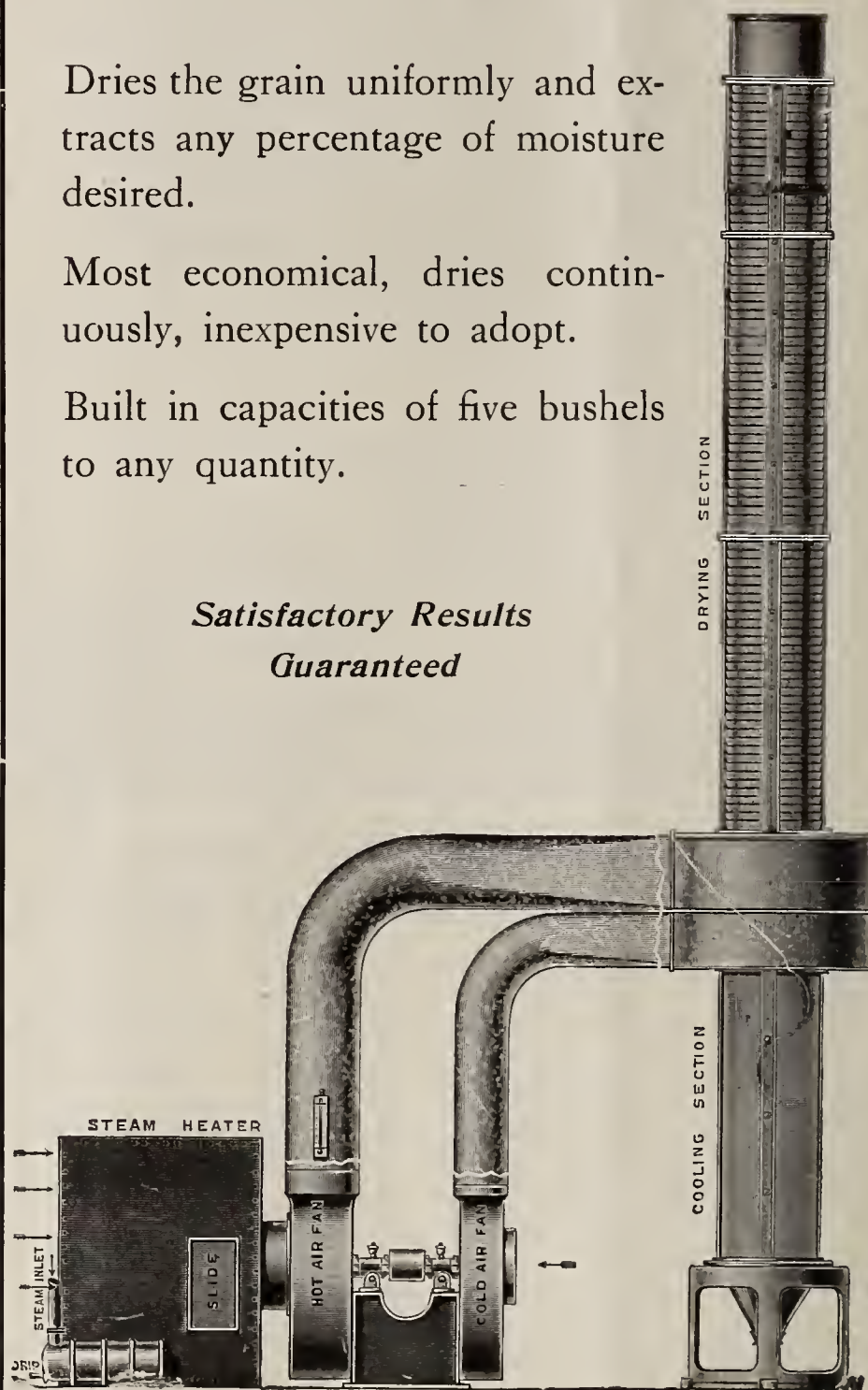
Dries the grain uniformly and extracts any percentage of moisture desired.

Most economical, dries continuously, inexpensive to adopt.

Built in capacities of five bushels to any quantity.

Satisfactory Results

Guaranteed



THE S. HOWES COMPANY

"Eureka" Works

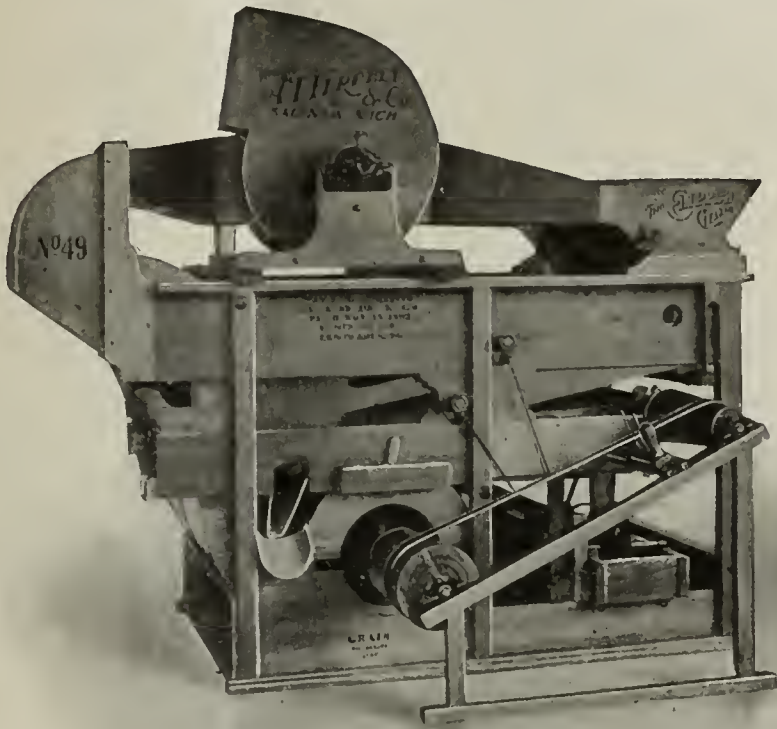
SILVER CREEK, N. Y.

Represented by

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NOTH-SHARP-SAILOR CO.,
1329-1330 Monadnock Block, Chicago, Ill.



The "Clipper" Cleaners with Traveling Brushes



Our traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

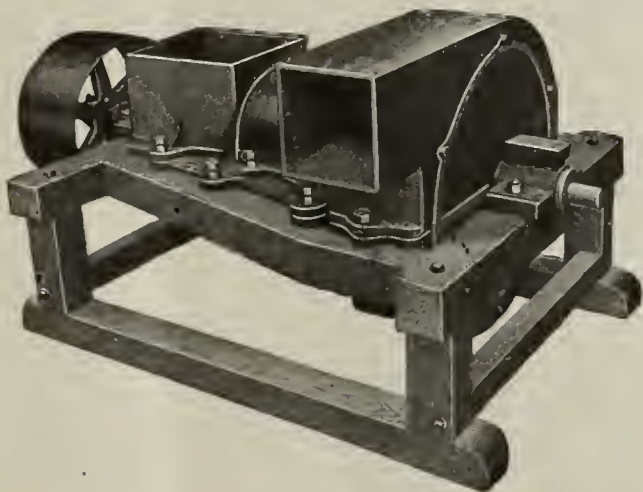
Any man who has used a Cleaner or Separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear all the time, and make the capacity and work of the machine uniform.

With a machine not equipped with the Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced, and one has the satisfaction of knowing that he has the best that money can buy.

Catalogue with prices and full description upon application.

A. T. FERRELL & CO., Saginaw, Michigan



PATENT PENDING

The New Ohio Corn Sheller

Four ways of discharging your grain:
Right and left hand, over and under.

Screw-knocker feed.

Made in sizes capacity 300 to 1,000
bus. per hour. The best made Sheller
on the market.

Drags, Cleaners, Passenger Elevators,
Dumps, Heads, Cast Iron Boots; every-
thing for an elevator. Write

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Our car-load-a-day size (\$900.00)
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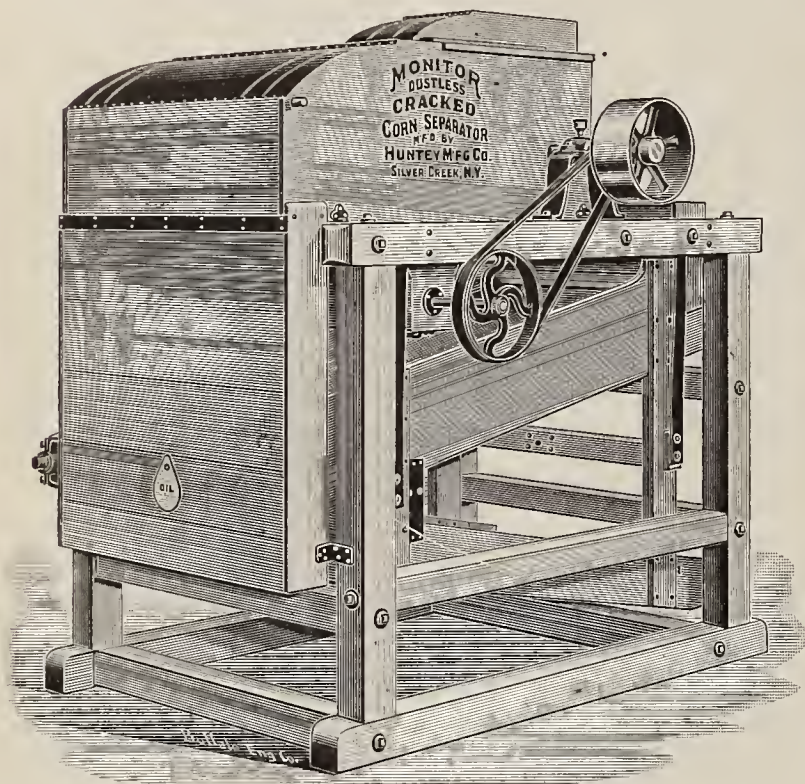
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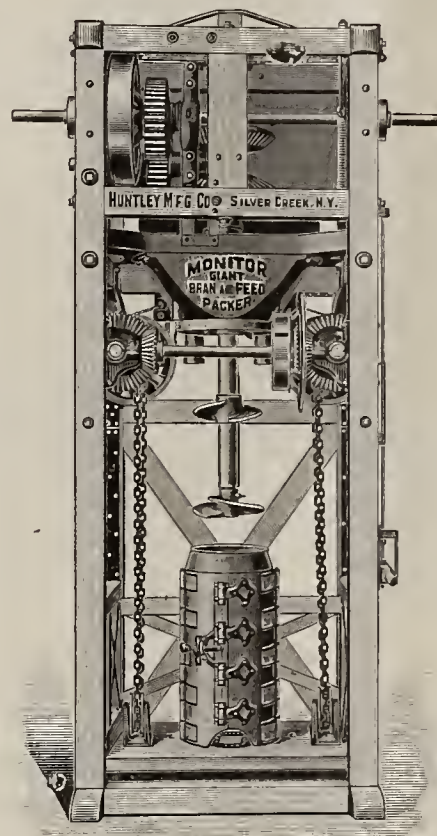
This machine separates evenly and as near perfection as is possible, freeing the grain from flour dust and chaff.

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The Monitor "GIANT" Bran and Feed Packer is the Peer of All Packers

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For packing feed or bran in large quantities this Packer is superior to any machine built.

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Demonstrating its rapidity, we mention the fact that it will pack from 50 to 70 sacks per hour, sacks being of 100 and 200 pound sizes, respectively.

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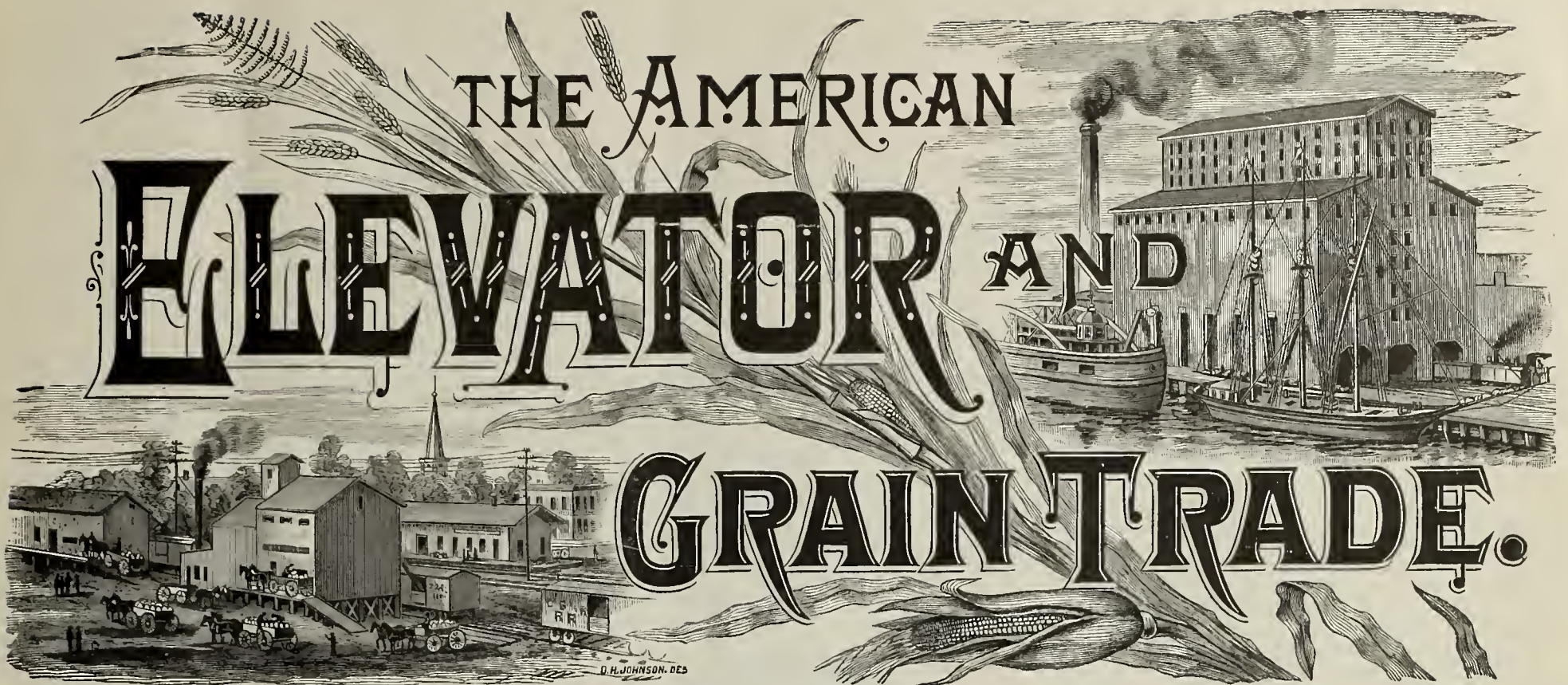
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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CONCRETE MILL AND ELEVATOR.

The International Sugar Feed Company, a subsidiary company of the International Stock Food Company of Minneapolis, has recently completed a reinforced concrete mill and elevator building at Minneapolis, the Macdonald Engineering Company, Chicago, being the engineers and contractors.

Mr. M. W. Savage is president of the company and Mr. S. L. Fraser, an old and experienced chemist and manufacturer of this specialty, under whose direction the building and equipment was designed, is in charge of the plant.

The building was specially designed and equipped for the manufacture of molasses stock feeds. It is located in the "Omaha Yard," at the corner of Fifteenth and Rollins Avenues, and is a splendid structure of reinforced concrete. The first story and basement are devoted to the grinding, mixing and preparation of the stock foods. There is a storage vault in the basement with a capacity of 25,000 gallons of molasses. There are 86 cylindrical reinforced concrete bins, with a gross storage of 200,000 bushels. The building is equipped with unloading track hoppers and an 80-ton track scale, one receiving and four mixing and cleaning elevator legs, a complete system of conveyors and spouting both to and from the bin storage; and all the machinery is driven by electric motors. The superstructure above the bins is built of steel with concrete roof, the walls being covered with asbestos-coated steel corrugated siding.

All parts of the building are fireproof. Elevator legs and spouting are all of steel and the machinery equipment is of the very latest design and

highest efficiency for its purpose. The elevator is served by two spur tracks from the C., St. P., M. & O. Ry.

The work was commenced on this building in September last and it was practically completed by January 1, or in four months' time from date of contract.

The machinery was furnished by Webster Manu-

[For the Omaha Grain Exchange.]

NATIONAL GRAIN INSPECTION CRITICIZED.

BY E. J. M'VANN,
Secretary Omaha Grain Exchange.

As an exchange we have had some little troubles among ourselves and some big troubles between us and our railroad friends, but we have been able to thrash all of them out without much friction, and, I feel sure, without any rancor or bitterness. We will have our troubles in the future, and for myself I have a great deal of apprehension with regard to one that has just appeared upon the horizon of our view and may develop into something serious if we are not able to check or divert it. I refer to the proposal contained in bills now before the Congress of the United States to take the inspection of grain out of the hands of the exchanges of the country and to place it in the hands of the Federal Government. Even with my limited experience in the grain business, I can see many grave objections to such a course.

The plan has very little to recommend it.

In the first place, it is an interference without due warrant in a business that is not invested with any public interest, and with which, therefore, the Government should have little to do. The project savors of that paternalism in government which is repugnant to our American ideas. I think we are all agreed that the less we have to do with government the better

*From an address by Mr. McVann as toastmaster at the annual banquet of the Omaha Grain Exchange in January last, notice of which function appears in another column.



NEW REINFORCED CONCRETE MILL AND ELEVATOR OF THE INTERNATIONAL SUGAR FEED COMPANY, MINNEAPOLIS, MINN.

The Macdonald Engineering Co., Chicago, Engineers and Contractors.

facturing Company and the Weller Manufacturing Company, of Chicago.

New Orleans exports in January included 634,050.50 bushels of wheat, and 844,285.40 bushels of corn to England and the Continent via Netherlands ports.

Texas grain dealers have been urging the farmers to plant oats and agree to take all that are grown at 40 cents as a minimum—more if the market calls for it.

we are off. It may sound a little odd to some of you, who have heard me hold forth on many occasions on the necessity of Government regulation of the railroads, to hear me now take this position; but I want to make perfectly clear to your minds the distinction between a private business, handled by private individuals, and a business invested with a public interest, viz.: The control of the highways of the nation. That difference is fundamental; and it is because of that difference that I am able to believe as thoroughly as I do believe in efficient and stringent regulation of the railways by the Government, and that I also hold, as I do, that it would be unwise and unAmerican for the Government to interfere in the conduct of a purely private business like our own.

Aside from the fundamental objection, there are many practical objections to Federal inspection. The first of these that occurs to you, no doubt, is what occurred to me, and that is the practical impossibility of supervising efficiently from a central bureau in Washington a business carried on over the entire United States, in the vast area of which there are so many differences of climate, so many differences of conditions, so many differences in the kind and variety of the crops grown. The present grain inspection system is not perfect, as we all know; but we all know also that no human agency has ever yet achieved perfection. We know that, while our grain inspection is not perfect, it is the result of years of experience, of much elimination of what was bad and impracticable, and that it would take all of those years and more for any department of the Government to educate itself to anything like the efficiency of the regularly organized inspection departments now maintained in this country.

The public spokesman of the Federal inspection proposition has been Mr. Shanahan, and Mr. Shanahan recently gave voice to the plan that the Department of Agriculture proposes to inaugurate if it is given charge of this important branch of our business. There is no question that Mr. Shanahan has been a student of his subject and that he has familiarized himself with the history of inspection and knows a great deal about it. But when he undertakes to say, as he did in an address before the Maryland Corn Breeders' Association recently, that, "It is at this point that grain standardization enters into the subject in an effort to work out ways and means for grading grain according to definite standards of value and to eliminate as far as possible the element of individual judgment," I think all practical grain men will agree with me that he is pursuing an unattainable ideal. I want to assert here positively, and I do not believe that I will be contradicted by any grain man in this room when I say it, that to eliminate the element of personal judgment in the inspection of grain is an absolute impossibility. The wheat of Nebraska is not the wheat of Dakota or of Oregon or of California, and no possible set of rules could be devised that could be made to apply to all these varieties of wheat. Men must be found who have familiarized themselves with the actual grain grown in certain sections and must be left free to exercise their individual judgment of that grain, impartially and honestly, for the benefit of the producer and consumer alike. I cannot conceive of the perfection of a system that could lay down a set of rules to guide every inspector in every grain market without the exercise of personal judgment. In fact, I believe that the inherent weakness of the whole plan of Federal inspection lies in just that declaration of Mr. Shanahan, that an attempt is to be made to eliminate that which is the backbone of the practical inspection of grain.

Many of us here have had to do with systems of state inspection; and surely, if inspection by any governmental agency can be brought to as high a standard as we have organized in this market, it ought to be done by one state, which is necessarily a small unit and within the boundaries of which conditions vary but little; but we all know the experience with state inspection of grain. I do

t believe that there is a man here present to-
* who will undertake to approve of State Inspec-

tion vs. Exchange Inspection. How much less, then, is to be said for Federal inspection, which I sincerely hope we will be able to avoid.

EDWARD DEVOY.

Edward Devoy, president for 1908 of the Merchants' Exchange of St. Louis, is one of the most representative citizens of that city. He was born in St. Louis on August 8, 1846, and was educated in the common schools. Entering business life at an early age, he soon rose to a position of eminence in the commercial world and has been called upon to fill many positions of honor and trust. Since 1872 he has conducted a large coal business in St. Louis and vicinity under the name of the Devoy & Feuerborn Coal and Coke Co., of which corporation he is president. Mr. Devoy has been a vice-president, also, and member of the executive committee of the Business Men's League, and among the foremost in every effort to advance and promote the commercial and manufacturing interests of his city and state. He is also a member of the Missouri Historical Society and takes great interest in



EDWARD DEVOY,
President St. Louis Merchants' Exchange.

preserving the records of the history of his native city.

Mr. Devoy has been for many years a member of the Merchants' Exchange and has been a daily attendant at its sessions. Interested in everything that promotes the welfare of the city, he has taken an interest in the grain trade and has given his time and influence in promoting this interest. He has served as a director and vice-president of the Merchants' Exchange and has taken the greatest interest in its affairs, and when his name was mentioned for president it was received with enthusiasm and he was unanimously elected, entering upon the duties of that position on January 14.

Mr. Devoy is of a genial disposition, has a sympathetic and sunny nature and has a host of friends in the commercial, social and religious life of the city. He was married July 11, 1867, and has five children, all living and residing in St. Louis, three of whom are married.

INDIANA CORN SHOW.

The first prize in corn growing in Indiana, at the Indiana Corn Growers' Association show at Purdue University in January, was given to L. B. Clore of Franklin, the best of 225 different exhibits. The sweepstakes, a yellow corn, was won by Harvey Gray of Galveston. Both winners are famous in Indiana as corn growers.

These officers were elected by the Association for 1908: President, T. A. Coleman, Rushville; vice-president, J. B. Burris, Cloverdale; secretary-treasurer, Prof. G. I. Christie, Lafayette; district vice-

presidents First district, C. A. Benjamin, Crown Point; Second, Harvey Gray, Galveston; Third, William Colbert, Attica; Fourth, A. L. Pochin, Spencer; Fifth, A. G. Mace, Lexington. President Maisb appointed as a legislative committee: J. B. Burris, Putnam County; J. P. Prigg, Delaware County, and J. N. Brown, Johnson County.

The following resolutions were unanimously adopted:

Whereas, The poultry industry of the state of Indiana is one of primary importance, and as such having received no recognition from the school of agriculture, therefore be it

Resolved, That we urge the establishment of a well-equipped department of poultry husbandry at Purdue University, and Experiment Station, and that we heartily favor a liberal appropriation for establishing and maintaining the same.

[For the "American Elevator and Grain Trade."]

ELEVATOR GRADING FINAL.

BY J. L. ROSENBERGER,

Member of the Bar of Chicago and Cook County.

A contract for 9,600 bushels bulk No. 2 white corn, to be delivered at Laurens, S. C., provided that the corn should be stored with a West Nashville, Tenn., elevator, the elevator weights and grades to be accepted as final. The buyer accepted and paid for two carloads of the corn, but refused to accept two other carloads which reached Laurens, the designated place of delivery, on the ground that it was not up to grade, and notified the seller not to ship the remainder. The latter thereupon sold the corn and sued for the difference between the contract price and the price realized on the resale.

The Supreme Court of South Carolina says (Brooke vs. Laurens Milling Company, 58 South-eastern Reporter, 806) that the provision of the contract on which an important question made by the appeal hinged was this: "West Nashville public elevator weights and grades to be accepted as final." There was no ambiguity or obscurity in this language. The grade, No. 2 white corn, provided for in the contract, was a grade of universal trade recognition. It seemed perfectly clear the West Nashville public elevator was not empowered to make a new standard of corn grading. The general trade grading was to be the standard, but the West Nashville public elevator was to inspect the corn tendered for the parties, and decide whether it was up-to-date trade standard of No. 2 white.

The plaintiff produced certificates from a grain inspector at the West Nashville public elevator that he had inspected each of the carloads of corn, and that all of them contained "Corn, grade No. 2 white;" and the inspector confirmed these certificates by his testimony as a witness. The circuit judge submitted in his charge as one of the issues decisive of the case, whether, in the opinion of the jury, as formed from the evidence, the corn was or was not in fact of No. 2 grade when loaded at Nashville. This the Supreme Court thinks was error, because the parties themselves had agreed in the contract that the grading of the elevator company should be final.

In such case, the true rule, as fixed by authority from which this court can find no dissent, is that the decision of the arbiter on whom the parties have agreed is conclusive, when reached in the exercise of his honest judgment. If the inspector at the West Nashville public elevator inspected the corn, and in the exercise of his honest judgment graded it No. 2 white, the plaintiff was entitled to recover; and it was immaterial that the jury might have been of the opinion that the judgment of the inspector was not sound and the corn was not, in fact, up to the grade of No. 2 white.

The contract buyer, or defendant, set up as a counter claim: "That the defendant received and used part of the corn shipped to it by the plaintiff and paid the plaintiff therefor the price stipulated in the contract; but the same was found to be a very inferior quality and not No. 2, and was worth much less than the corn the plaintiff contracted to deliver to the defendant, to wit, the

sum of \$297.50." But the court holds that by acceptance of the corn the defendant waived the right to allege inferiority of quality which was obvious to him.

With regard to a provision in the contract that if the buyer did not order out said corn as per the terms of contract, the seller might at his option resell said grain for account of said buyer, the court says that if the buyer (defendant), without such legal excuse as would release it from the contract, notified the plaintiff that the remainder of the corn would not be accepted, this gave the plaintiff the right to consider the contract breached and to sue for damages immediately, without waiting for the time agreed on for the delivery of all the instalments to arrive.

The damages in such case should be estimated as of the date when the contract was to be performed, not the date of the repudiation. The plaintiff, it was true, had the option to resell the corn for the defendant's account; but, according to the principle laid down in numerous cases cited, he could not charge the defendant with a loss on a resale made before the time specified in the contract for delivery. The contract only gave the plaintiff the option to substitute for the market price on the day appointed for performance the price realized by a resale on that day. Therefore, while the plaintiff under his option could hold the corn and resell it at the time fixed for acceptance or not, as he saw fit, the defendant was in no wise bound by the result of a resale made before the day fixed for performance. The resale by the plaintiff was of no effect, and his option to resell on the arrival of the day fixed for performance of the contract by the defendant remained unexercised. The measure of the damages, therefore, would be the difference between the market price of the corn on the day the contract contemplated the acceptance of the corn by the defendant and the price which the defendant contracted to pay.

Again, if the resale was to be considered to have been made according to the view that the contract contemplated an option to the plaintiff to sell the remaining 6,286 bushels at once on the buyer's notice that it would refuse to accept, then under the contract it was for account of the buyer, and this altogether negated the idea that the plaintiff was to guarantee the market price.

THE FIRST FUTURES.

Trading in "futures" at Minneapolis is now just about twenty-five years old, the first trade being for 10,000 bushels May wheat on January 25, 1883. The trade was by John Marshall, still one of the leading members of the Chamber of Commerce, who offered the current market—about \$1.11—for 10,000 bushels for May delivery. Mills & Yates sold it, and a trade was recorded which, in relative sense, had the importance that the buying of a million or two by a big firm would have to-day, says the Minneapolis Journal.

"I must have a margin," said Mills. "You must put up 10 per cent of the value. If you should fail to accept the wheat from me in May, and the market in May should be lower, I might make a big loss."

"All right," said Marshall, "but I must have protection, too. I may sell flour against that wheat, and if you fail to deliver me the wheat in May, and the market is higher, where will I be?"

They got together finally. Each wrote a check for \$1,100, had it certified, and these checks for \$2,200 were deposited with the Northwestern Bank and lay there until May, when the wheat was delivered and paid for.

The Chamber of Commerce was then but two years old, and during that time had been handling cash grain only. There was plenty of grain, but the holder could not sell it there for future delivery. If he were a miller and bought heavily for future delivery and miscalculated as to how much flour he was going to sell, he might lose on a decline in the wheat. He could protect himself by "hedging," but he had to make his "hedg-

ing" sales in Duluth or Chicago. Duluth was then a much more important place than Minneapolis. People in Europe heard about the price of wheat in Duluth, but Minneapolis was only the place where they made flour, and when it came to making a big wheat deal for future delivery, such things were done in Chicago or Duluth.

JOSEPH TIMMONS.

Joseph Timmons, one of the conspicuous men of the hay and grain trade of Ohio, is a Pennsylvanian by birth; and, as one may fairly imagine, has in his blood not a little of the old Pennsylvanian's love of adventure which sent so many "Keystone" boys to people the West in the early days. In Mr. Timmons' case, however, when the romantic age came to him, the Civil War had burst upon the country, and at the age of sixteen he ran away from his home at Chambersburg and enlisted in the Union army.

Having served four years as a Federal soldier, he recrossed Mason and Dixon's Line, and settled at Kenton, Ohio, where he has been in



JOSEPH TIMMONS.

the grain business for the past thirty years, during the last fifteen of which he has handled hay.

At this time he has elevators and large hay barns (four) at Kenton, Lake View and Belle Center, where he handles, besides grain and hay, seeds, salt, cement and potatoes and onions in car lots.

Mr. Timmons is a member of the Ohio Grain Dealers' Association and of the National Hay Association, in the work of which bodies he has always taken a lively interest. He is now a member of the arbitration committee of the National Hay Association, one of the most honorable assignments a member can have, however seriously it may invade his leisure with its important duties.

The Agricultural Station at the North Dakota Agricultural College some time since made an investigation of the economy of fattening steers on barley and rejected wheat, the final conclusion being that farmers can afford to feed cattle for market if they do not get full elevator price for their grain because of the market it makes for the roughage they can raise in such abundance, because the latter cannot be profitably raised unless fed to live stock, owing to the absence of a market. Moreover, the barnyard manure available makes the feeding practice good farming, the value of the manure, the value of which fully offsets the cost of labor in feeding the cattle, to say nothing of the value of the larger and better forage crop that would result.

NATIONAL INSPECTION.

The bills before Congress providing for national inspection of grain have received more or less attention from the grain exchanges during the past thirty days. The Senate committee has been hearing objections, and the House committee has set a date early in March for the same purpose. It was supposed that the McCumber and the Watson bills amply covered the ground; but on January 23 Representative Pearce of Maryland introduced another to the same effect, with no difference in form or purport so far as can be discovered by casual examination, except that he calls his a bill to create "Federal standardization of grain."

PROTESTS OF EXCHANGES.

The Senate committee on agriculture began its hearing on the McCumber bill on January 17, when representatives from Boston and Philadelphia were present.

Hon. Chas. S. Hamlin, counsel for the Chamber of Commerce, represented the Bostonians. He was accompanied by Daniel D. Morss, secretary of the same body. Mr. Hamlin criticized the bill by sections and as a whole. One of his strongest points was raised in his question whether, if the Federal system should be instituted, the United States Government would hold itself financially responsible for the errors of inspectors, as the Boston Chamber of Commerce does. He pointed out that whereas the bill specifies sixteen inspection stations, naming Boston and Portland in New England, thirty-four states are not provided for at all. Mr. Hamlin questioned the constitutionality of this provision, in that it was specific in some cases and left inspection in the remainder of the country subject to the discretion of the Secretary of Agriculture. That official's refusal to appoint inspectors in districts not specified, said Mr. Hamlin, would constitute an embargo on commerce.

Mr. Hamlin further pointed out that in order to make the inspection effective and in accordance with the provisions of the bill it would be necessary to add twenty-five thousand inspectors to the Federal payroll. He said that, while it might be true that in towns where there was only one grain elevator the farmers were at the mercy of that elevator, the proposed law would not help them, for, he argued, suppose the elevator buyer were to grade a lot of wheat as No. 2 and to declare the tare to be four pounds, while the Federal inspector rated it as No. 1 and the tare two pounds, the elevator buyer would simply refuse to purchase the grain and neither the farmer nor the inspector could force him to do so.

Of the section authorizing the Secretary of Agriculture to fix standards of classification and grades Mr. Hamlin said that such a delegation of legislative power never before had been known. A Federal standard thus established, he contended, would nullify every state law fixing grain standards.

Mr. Hamlin further submitted a number of Supreme Court decisions in support of an argument that the law would prove unconstitutional. He cited decisions running as far back as the chief justiceship of John Marshall and as recent as the employers' liability case. He maintained that under the principle in the last named decision the law would be pronounced invalid by the courts, as it would be impossible to foresee when the grain was inspected at the elevator whether it was to enter into interstate commerce or to be consumed within the state.

The Philadelphia delegation was composed of James L. King, president; E. E. Delp, vice-president; L. J. Logan, secretary, and George M. Warner, director and member of the transportation committee of the Philadelphia Corn Exchange, and James Hancock, Edmund E. Delp, Samuel E. Woolman, Samuel L. McKnight, L. G. Graff and Henry S. Miller, members of the same body.

President King argued that the inspection of grain should be left to the exchanges. In his

opinion the general principles of the bill, as formulated, are wrong. He said among other things:

Inspections by boards of trade have in the main been eminently satisfactory. We have had five complaints in the past five years, and these have been on the shipment of corn in the germinating season. Everyone knows corn will heat in that season, and these complaints probably would have been made under government as well as private inspection.

The handling of grain is a business proposition in which the farmer wants to get all he can for his produce, while the consumer is trying to get it as cheaply as he can. Under any system of inspection there naturally would be complaints and I think there would be more complaints under Federal inspection than under the present system.

A few years ago it was impossible for the farmer to get more than 10 cents a bushel for off-grade corn. By the drying process, which has been developed under the present inspection, he gets from 28 to 35 cents a bushel.

"This is the height of paternalism," said Mr. Warner in the course of his address to the committee. "It would seriously interfere with private business and would not prove satisfactory to the advocates of the bill. Under the present system of inspection the Philadelphia grain market has enjoyed a wonderful growth. From 1883 to 1894 the export trade from Philadelphia amounted to 122,000,000 bushels and from 1895 to 1906 the trade has more than doubled, amounting to 275,000,000 bushels. The complaints have been so small that they are scarcely worthy of consideration. In most instances they have been shown to be due to railroad accidents or climatic conditions." Mr. Warner argued that to carry out the provisions of the bill would require 50,000 to 75,000 employees by the Government. He also insisted that if grain is to be inspected by the Federal Government, cotton, produce and fruit should receive the same treatment.

The Baltimore Chamber of Commerce has appointed a committee to act in conjunction with all the other grain exchanges throughout the country in the fight against the proposed Federal inspection of grain. The committee appointed is: Messrs. Charles England, J. Collin Vincent, Louis Muller, Walter H. Kirwan and Hiram G. Dudley.

IN FAVOR OF THE MEASURE.

John W. McCardle of Indianapolis will appear before the committee of both the House and Senate in support of the bill.

The Tri-State Grain Growers' Association at Fargo adopted resolutions favoring national inspection.

The Nebraska state association of farmers' elevator companies went on record at its annual meeting in favor of national inspection.

That queer concern known as the Kansas Board of Trade at Kansas City, Kan., favors national inspection.

B. R. Beal of Kansas City, Kan., who used to be elevator man for the Christy bucket-shop aggregation at Kansas City (Missouri and Kansas), read a paper at the Nebraska farmers' elevators' state association favoring national inspection.

NORTHWESTERN OPINION.

Though we are satisfied that the discontent of North Dakota and South Dakota with Minnesota inspection is unwarranted and that those states would probably be a good deal worse off under a system of national grading and inspection, yet it is necessary to recognize that discontent exists, and it is desirable to allay that discontent, if possible, without destroying the Minnesota inspection service. This the Commercial West suggests might be done by giving North and South Dakota each a representative on the inspection boards at the terminal cities. It would certainly be within the authority of the Minnesota legislature to make such an arrangement, and within the authority of the legislatures of North and South Dakota to take advantage of the opportunity. Each of the three states engaged in producing spring wheat would then be represented on the boards and the Dakotas would be in a position to know whether or not the system was fair and to raise

a rumpus intelligently if unfairness or discrimination appeared.—Pioneer Press, St. Paul.

There is no demand for national inspection except as it comes from states without a voice in terminal inspection. It is a right that the non-participating states should demand.

This glaring defect in inspection methods can be remedied at the next sitting of the Minnesota legislature. If there are no constitutional barriers to the proposition no harm would result from a test of the suggestion. It might prove to be a great harmonizer in the Northwest.—Forum, Fargo, N. D.

It is just possible that this [Commercial West proposition] might be facilitated by Federal legislation, and that Senator McCumber's bill may finally take the compromise form of provision for the organization of self-governing inspection districts composed of several adjacent states under physical and business conditions.—Tribune, Minneapolis.

LAWRENCE J. LOGAN.

Lawrence J. Logan, secretary of the Philadelphia Commercial Exchange, died shortly after midnight of February 4-5, at the Polyclinic Hos-



THE LATE L. J. LOGAN.

pital, as the result of an acute attack of indigestion which he suffered in the office of the Exchange in the Bourse late on Monday afternoon, February 3. Mr. Logan was then assisted to the hospital by several members of the Exchange. His condition was not considered serious until a few hours before his death. His wife and three daughters were at his bedside at the time of death, having reached the hospital from Merchantville, N. J., where the family has lived for the last seventeen years.

Mr. Logan was born in South Philadelphia 47 years ago, and was a graduate of the Central High School. After leaving school he entered the accounting department of the Reading Railway, where he remained until 1887, when he started in the grain business. After an experience with Holloway & Co. and J. B. Pultz & Co., he founded the firm of L. J. Logan & Co., which he continued until three years ago, when he was elected secretary of the Exchange.

About 125 farmers registered for the corn judging course at the University of Illinois in January and February. The students were distributed in part as from the following counties: Sangamon, 32; McLean, 26; Henry, 19; Christian, 16; Winnebago, 16; DeKalb, 10; Douglas, 12; Ford, 9; Livingston, 10; Platt, 8; Rock Island, 9; Maseu, 4; Mason, 9; Platt, 8; Rock Island, 9; Shelby, 10; Tazewell, 8; Whiteside, 7; Woodford, 8. Of these 61 came on scholarships; the rest all paid their expenses.

[For the "American Elevator and Grain Trade."]

THE TRADE NEWS FROM OHIO.

BY H. L. SPOHN.

There is on hand at this time, according to the reports from the elevators, a trifle over 850,000 bushels of wheat, and the movement is extremely sluggish. Last week only 13 cars of wheat came in, but this was exceptionally low. The fact is, farmers are unwilling to sell at present prices. For a little while only, when prices were advancing, they unloaded some, but the decline at once put a stop to practically all receipts from first hands. They are now storing it in the small elevators all over the state, and there seems to be no shortage, the price being entirely responsible for the scarcity. There is a shortage of wheat at nearly all the mills, and few if any are running at their full capacity, for millers are at their wits' ends to secure supplies. There is no export trade here, and there has been none for a long time. In the first place, there is no wheat to export from here; and even if there were, the market is far from being on an export basis.

The growing wheat crop of Ohio is still in good shape, according to the scattered reports coming in from all sections. The color is good and the stand regular. The extreme dryness of the ground has been responsible for the fact that it was not injured by the severe freezing when there was no snow to protect it. The Michigan crop is not faring so well, however, and the damage in many sections to the north of here has been enormous. It now looks as if large tracts would be plowed up in the spring and planted to other crops. The seeding was generally late, and the plants did not secure sufficient roots before cold weather to withstand the alternate freezing and thawing which it has been exposed to.

Some corn is being handled for the export trade from here, although it is unusually small in amount. Prices are still a trifle out of line. Receipts have fallen off a little recently, and the idea prevails that the heavy marketing of corn is over, the bulk having already been sold. The recent cold weather has had the effect of drying out Ohio corn some, and of putting a stop to the rotting and molding process to a large extent. Considerable corn was made marketable by reason of the freezing which would otherwise have been unsalable. At best corn has been a very uncertain commodity this year, it being well-nigh impossible to handle it at all without suffering heavy loss from decay. Even kiln-dried corn has molded in numerous instances when left in the bin for several weeks.

The work of remodeling the new quarters of the Ohio Hay & Grain Company of Findlay, O., has been completed and the concern is now in its new home. The new location is a great improvement, as the offices are connected with the warerooms, which are of mammoth size. The storage capacity has been increased and now furnishes ample room for 200 carloads of hay. The buildings have almost direct connection with two railroads. Negotiations are pending for the purchase of the present location, in which case other large improvements are contemplated.

The big elevator at Moffatt Station, on the Tangent Line, owned by O. DeVore & Son of Toledo, was destroyed by fire this week. It is supposed that the fire originated in the office, due from a defective flue. Stored in the building at the time were 15,000 bushels of corn in the ear, a half car of flour, and a considerable amount of small grain and grass seeds, all of which were consumed. Two freight cars were also burned, and it is said a quantity of money which was in the office. The loss will not exceed \$10,000 and the property was insured. It is understood that it will be rebuilt.

Twenty-five Wyandotte County farmers met at the court house recently in Upper Sandusky, and organized a Corn Growers' Association. The members will work in co-operation with the Experiment Station at Wooster, in an effort to im-

prove the quality of corn raised in this state, and will participate in exhibits of corn given for education along this line. Several of these associations have recently been organized in various parts of the state, and the result should be made apparent on next year's crop.

The Toledo Produce Exchange has gone on record as opposed to the new pure seed bill now pending before the Ohio legislature, and will take concerted action to encompass its defeat. The great objection to the measure is that it would force clover seed dealers to guarantee seed to be either medium or mammoth, which is considered an impossibility. As Toledo is the leading clover seed market in the country, the measure strikes here with peculiar force. Here is the objectionable measure: "Whoever vends any grass or other seed in or among which there is any seed of the Canadian thistle, white or yellow daisy, or wild carrot, or who, being the owner of land, permits such weeds to grow or ripen thereon, or on the highway adjoining the same, or whoever sells or offers for sale any clover seed without having the vessel or bag in which same is kept when sold or offered for sale, or into which the same is delivered, properly marked or labeled in such a manner as to plainly designate the kind or kinds of clover seed so sold or offered for sale, shall be guilty of a misdemeanor and shall be fined not more than \$500 or less than \$25, and any magistrate before whom an affidavit is filed charging a violation of this section shall have jurisdiction." Regarding the part of the bill preventing certain weeds, there is no complaint, but seed experts say that not one man in a thousand can tell the difference between mammoth and the smaller grades of clover seed.

A bill has been introduced in the Ohio state legislature by Representative Chamberlain of Dayton, which has precipitated the most hostile opposition from the railways of the state. The measure proposes to broaden the powers of the State Railway Commission, giving that body authority to establish rates, joint rates, regulations and classifications, and provides means for enforcing obedience. It also provides a method whereby the Commission may abolish the practice of pigeonholing small claims against railways, which has proven so annoying for a long time. This measure permits the Commission, after hearing, to order the railway companies to pay any claim for loss or damage of freight, overcharges or any other service, providing the company does not act upon the claim within sixty days after it has been filed with it. The practice has been for the companies to forget all small claims presented, and, as the claimant has no remedy but to go into court at an expense greatly exceeding the amount of the claim itself, they escape payment altogether. That the measure will be of great benefit to Ohio shippers if enacted into law, is best evidenced by the strenuous efforts on the part of the railroads to defeat it. Every influence is being brought to bear, the opposition being much greater than it was two years ago to the enactment of the original law, which created the Railway Commission and gave it its powers. Toledo, Feb'y 10.

IOWA GRAIN AND SEED.

Secy. Wells makes the following statement showing the comparative percentage of the marketable portion of corn and oats marketed on dates as given, viz.:

	Oats		Corn	
	1907	1908	1907	1908
January 1	66%	79%		
February 1	72%	82%	41%	67%
March 1	75%		52%	
April 1	83%		63%	
May 1	88%		70%	
June 1	92%		77%	
July 1	95%		84%	
August 1	97%		88%	

Seed Oats.—It would seem that there are practically no oats in Iowa that are desirable for seed. Grain dealers should be cautious about shipping in large quantities of oats for seed that

have been grown where soil and climatic conditions are entirely different from Iowa. Oats from Montana and the irrigated districts should be tested by experimentation before used in general. [A list of dealers having seed oats for sale will be sent to Iowa dealers on application.]

It seems that the best oats are to be found in northeastern South Dakota and western Minnesota.

JAMES EDWARD GAGE.

The many friends throughout the country of James E. Gage, junior member of the grain firm of Andrews & Gage, were greatly surprised and grieved to learn of his sudden death at his home in Minneapolis at an early hour the morning of January 29. Mr. Gage had been ill but a few days with ptomaine poisoning, followed by neuritis. It was thought he was recovering and the members of his family were entirely unprepared for his death.

Mr. Gage was one of the most prominent figures upon the floor of the Minneapolis Chamber of



THE LATE JAMES E. GAGE.

Commerce. Identified, as he was, with one of the largest grain firms of the Northwest, he enjoyed a large acquaintance, and perhaps no better compliment could be paid his memory than the few words said over his bier by the rector of his church. He spoke in high praise of the sterling qualities of Mr. Gage and said that his business career, with its honesty and square-dealing, might be pointed to as a model of its kind.

James Edward Gage was born at Seneca, N. Y., on April 7, 1849, and moved with his parents to Minneiska, Minn., in 1856. When he had attained his twenty-second year he entered the grain business in the employ of Miller & Ellsworth of Winona. In the same year he married Miss Elizabeth Collier. In 1882 Mr. Gage moved to North Dakota, in the employ of the Northern Elevator Co., and during the next few years was identified with that firm in Wheatland, Valley City and Fargo. During 1891 he moved to Minneapolis, and two years later entered into partnership with Arthur C. Andrews, with whom he was thereafter associated. He is survived by his widow and two sons.

The American Hominy Co., at Terre Haute, on January 23, bought the corn crop of Col. A. Bebevre, consisting of 80,000 bushels, at 51c. Col. Bebevre is considered the biggest corn raiser in the state of Indiana and has 3,300 acres of fine corn land in one body in the cut-off island near New Harmony.

NEW ENGLAND GRAIN DEALERS.

The fifth annual meeting and banquet of the New England Grain Dealers' Association were held at Boston on January 13. There were some 300 members and guests present at the banquet, the features of which were the addresses of James A. Patten of Chicago and Charles S. Hamlin of Boston, formerly assistant secretary of the treasury and now counsel for the Boston Chamber of Commerce.

Mr. Patten among other things said:

During the recent financial depression, the like of which we had never before seen, many speculators and others feared me, but I did more than any other man in the United States to restore confidence. I may not, perhaps, be wholly justified in making that statement, but that is what I believe. Everyone was afraid, with the banks closing, to buy grain. I stood there day after day and bought and held the price. Some of your bankers, doubtless, had money loaned on this. People who had the courage to buy knew the stuff was worth the money. I will admit that during November and December I could walk across the floor of the Board of Trade in Chicago and be avoided by every man there. I was looked upon as crazy. There is an impression prevalent in many persons' minds that grain speculators are gamblers.

All there is to grain speculation is the law of supply and demand, and if you can solve those two questions, you can be a successful speculator. I enjoy speculation; it has become my life.

During these weeks of financial distress a number of causes have been given for it by the financial doctors at Washington. They have introduced two bills to do away with trading in grain by futures. I do not think the people thoroughly understand this matter. The foremost nations of the earth—Great Britain, Germany, France and the United States—are speculative nations. Trading in grain was prohibited in Germany in 1898, having been championed by the Agrarian party, but after three years' trial the same people asked for its repeal and it was promptly carried. The reason leading up to the repeal was that the farmers had nothing to guide them in disposing of their grain, and like a flock of sheep, they all wanted to sell at once.

All progress comes from speculation. Speculative trading prevents, as a rule, severe fluctuations in prices.

There is no collateral in this country so good to-day as grain. It always is sold when other commodities cannot be sold. During the recent trouble every dollar borrowed by grain warehouses was paid. The banks in Chicago to-day are more sure of their money in the grain trade than in any other class of trade.

Supplementary to Mr. Patten's remarks Herman L. Buss, the retiring president of the Association, and toastmaster, said: "There were fewer grain drafts returned from New England than from any other section of the country. For that we have to thank the banks. Perhaps they followed us pretty closely at the time, but that was for our good."

Charles S. Hamlin spoke to the text of the bills to create a system of national inspection of grain. "These bills would put a straight-jacket on the grain market of the United States," said Mr. Hamlin. "It seems to me that it is a sectional bill, the farmer against the consumer. No law can make a hen lay all the year round, and I believe that no law on the grain trade can help the farmer without hurting the rest of the country. I believe that speculation in the long run inspires prosperity to those who sell and to those who buy." Mr. Hamlin then explained the bill, and stated that he objected to it because it is so drastic, running counter to the custom of merchants, and providing for three or four different inspections of the same lot of grain. He said it would be impossible to work the system without thirty thousand inspectors, and thought that it would damage the grain trade.

Another speaker was E. S. Woodworth of Minneapolis, who traced the beginning of the financial troubles in the banking world, and by presentation of statistics covering comparative failures and other figures, showed how the Northwest withstood the shock. The reason for this Mr. Woodworth found mainly in the agricultural prosperity of the country, the high prices paid the farmers of Minnesota, North and South Dakota, Wisconsin and Iowa for their produce, which brought millions more into the Northwest in payment for the crops, thereby

building up strength and solidity against which the waves of financial storm rolling out from the East beat without effect. The fact that in 1907 the statistics of failures brought up by the troublous times of the fall ran up a total of \$85,000,000 for New York and \$15,000,000 for Pennsylvania, with other Eastern states proportionately large, and that nearly every state in the Union showed an increase of liabilities over 1906, while Minnesota, with only \$1,545,000 in liabilities, actually decreased compared with 1906, was forcibly brought out. Mr. Woodworth predicted that 1908 will be a year of foundation laying for Northwest prosperity greater than anything ever before experienced, and he advised the Boston men who want to be in touch with that

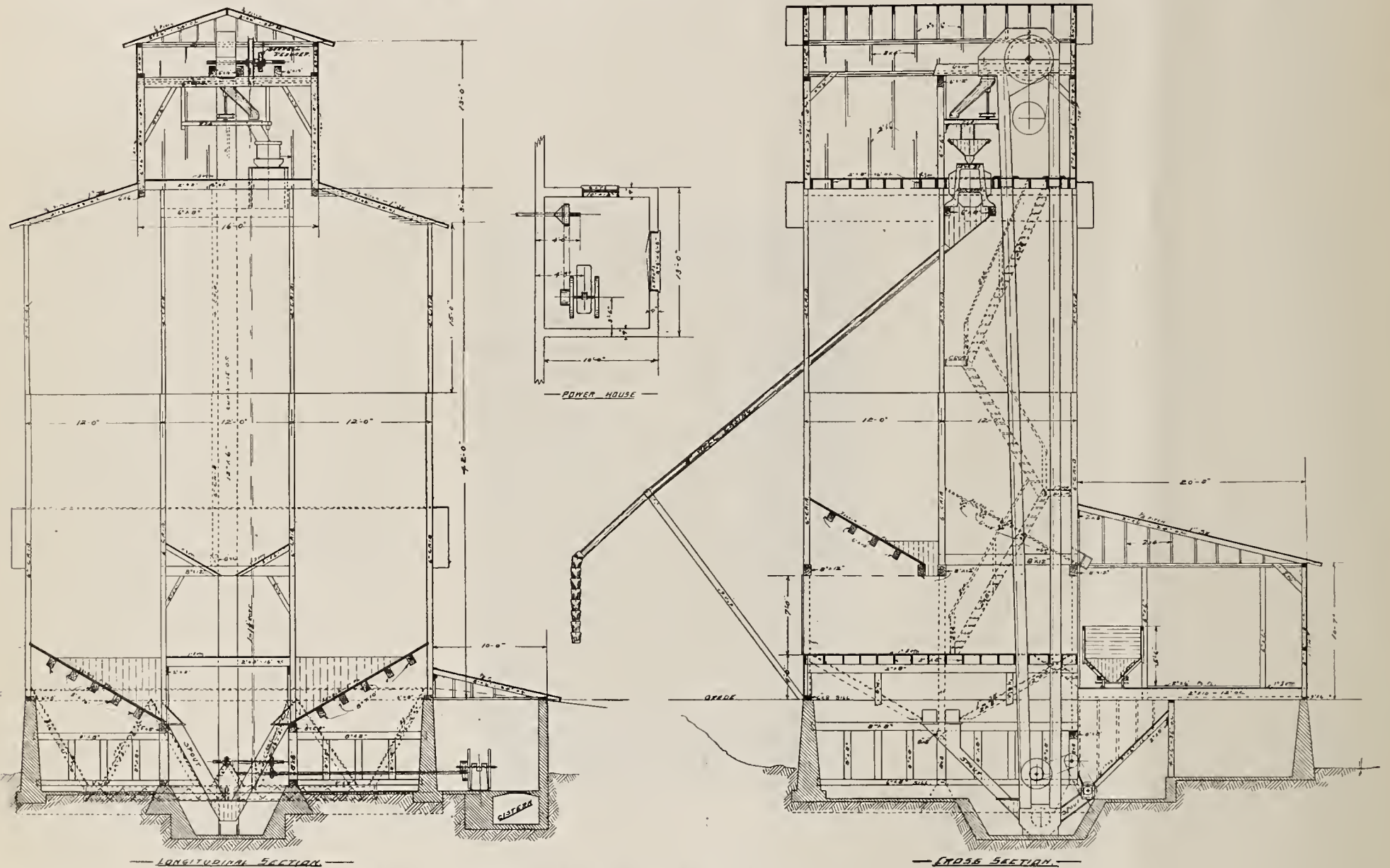
The matter is an important one and has been the subject of much discussion at previous meetings.

The following officers were elected for the ensuing year: President, Frank A. Noyes of Noyes & Colby, Boston; vice-president, R. Mackinnon of Enswold & Mackinnon, St. Johnsbury, Vt.; directors, H. W. Chandler of the Whitman Grain & Coal Co., Whitman; Ernest E. Rogers of the A. Rudd Co., New London; G. F. Reed, Boston; J. O. Ellison of J. O. Ellison & Co., Haverhill; A. F. Conley of S. Crosby & Son, South Boston; A. J. Walbridge of Walbridge & Taylor, Peterboro, N. H.; John D. Peck of Peck & Black, Providence; Walter E. Smith of J. E. Soper & Co., Boston; A. J. Lane of Strong,

PLANS FOR NEW MISSOURI ELEVATOR.

The accompanying picture shows the plans for a grain elevator, which will be built by the Burrell Engineering and Construction Company, for the G. H. Dulle Milling Company, at South Cedar City, Mo.

The house will have a capacity of 20,000 bushels, there being six bins each holding about 3,500 bushels. The ground plan covers 24x36 feet, with height of 45 feet to the top of the bins. The plans show the construction of the lean-to driveway and working floor. Grain is received through a 70-bushel Fairbanks Hopper Scale mounted on



PLANS FOR G. H. DULLE MILLING CO.'S ELEVATOR AT SOUTH CEDAR CITY, MO.

part of the United States that is developing most rapidly to keep an eye on Minneapolis and the Northwest.

Other speakers were Mayor Hibbard, William O. Blaney of the Commercial National Bank of Boston, and R. Mackinnon of St. Johnsbury, Vt.

Among the guests were E. S. Rosenbaum and James K. Hooker of Chicago.

The business session of the Association was held on the afternoon of January 13, and representatives of nearly every firm of grain dealers of prominence in New England were in attendance.

Secretary John W. Cox gave a brief report of the work during the year. He said the organization has been instrumental in securing favorable legislation pertaining to the grain business, and many important matters had been referred to its officers for final adjustment.

The question of appointing official weighers of grain at lake ports was referred to the new board of directors. At the present time the grain at lake ports destined for Eastern points is weighed by the railroads. There has been considerable complaint about shortage. With a view to obviating this trouble two propositions have been submitted; one is that the railroads issue a certificate of weight with each car, and the other that the Eastern receivers of grain appoint official weighers at the different lake ports and defray the expense.

Lefferts Co., Springfield, and W. B. Kendall of W. B. & E. P. Kendall, Bowdoinham, Me. John W. Cox and Harry J. Wood were reappointed secretary and treasurer respectively by the directors.

OMAHA CORN SHOW.

Prof. J. Wilkes Jones, a member of the faculty of the Agricultural College at Ames, Iowa, and secretary-treasurer of the National Corn Association, has made a proposition to Omaha to hold the annual exhibition of the Association in that city late in November or early in December, it having been demonstrated at Chicago last year that October is too early to obtain the best results on the exhibition tables.

The Omahas have taken hold of the matter with commendable vigor and on January 28 the following officers were elected:

President, G. W. Wattles.

Vice-president, H. H. VanBrunt, Council Bluffs.

Secretary, T. F. Sturgess.

Treasurer, C. F. McGrew.

Executive committee—H. H. VanBrunt and V. E. Bender, Council Bluffs; E. Buckingham and Bruce McCullough, South Omaha; C. M. Wilhelm, E. J. McVann, Emil Brandeis, C. C. Rosewater, Fred Paffenrath, F. L. Haller and Rome Miller, Omaha.

trucks, which discharges into any one of three dump sinks.

The machinery equipment consists of one 1,500-bushel Fairbanks Automatic Scale, one elevator leg, fitted with 12x6 cups; one Burrell Speed Reducer; one rope drive, and one Gerber Distributor, which receives the grain from the elevator head and distributes to any one of the six bins, or to the automatic scale.

A Fairbanks Gasoline Engine furnishes the power. The building is of cribbed construction, and will be covered with galvanized iron.

The McCumber bill to bring about Federal control in the inspection of grain is now before the Senate committee on "Agriculture and Forestry." Watson's and other bills of similar import are before the House committee on interstate commerce and foreign relations. The arguments favoring Federal control seem to assume that the farmer and producer and the foreign buyer are those who must be protected, pretending that they are to-day, by questionable methods, robbed and plundered by the American dealer and grain trade, and that Federal control is imperative to correct these evils. You are in a position to give actual facts to your senator and representative at Washington, so far as they relate to your experience under present systems,

and therefore now is the time to express your preference for or against such legislation. We believe a careful analysis of the bills will satisfy you that it will delay and restrict business, add expense, and in the end will not insure efficiency of service. The system in vogue in this market, under the Illinois state law, effective since 1871, has had the benefit of many years of experience and intelligent effort, and is applied for best interests of the producer and the western dealer, the miller and the consumer in this country and abroad.—Pope & Eckhardt Co.

THE MINNEAPOLIS BUCKET-SHOP TRIAL.

A scandalous turn was given on January 14 to the sensational trial of the Woods and others, as operators of the Wisconsin Grain and Stock Company, for fraudulent use of the mails, by the arrest of Sherman L. Smith on a charge of tampering with the jury in the case. He was put under bonds of \$5,000 and held to answer to a charge of contempt of court. Two of the jurors also were similarly held. Smith is prominent as a politician in Minneapolis and was a member of the legislature from that city in 1901, 1902 and 1905. The case was then continued until June as a mistrial. Among the witnesses against Smith and the two jurors who made affidavit that Smith called him out of the courtroom before he was sworn as a witness in the Wood case and said to him: "It is too bad the way the Chamber of Commerce is trying to do up the Wood boys. You have nothing against those boys and you have a lot of trouble with the members of the Chamber of Commerce, and you don't want to help the Chamber of Commerce. If you don't testify against these boys, they will be acquitted."

On January 15 warrants were issued for the arrest of the following parties on the same matter, to wit: Clinton B. Phelps, president; H. O. Ernsberger, secretary; Martin Quigley, treasurer; Bruce Tuttle, custodian; Charles Stuart, telegraph operator; Charles Kelley, order clerk; Paul Foss, A. W. Brown and George W. Wood of the Wisconsin Grain Co. Several of these were granted immunity on promises to testify for the Government in the case which was dismissed. The Government claims some of them went back on their word on the stand and they must now suffer the consequences.

G. W. Wood, L. A. Wood, L. C. Wood, F. B. Wood, Paul Foss and Charles Kelley were tried as the real officers of the Wisconsin Grain Co., the Government claiming that Ernsberger, Phelps, Quigley and others were merely dummies. Those granted immunity could not be arraigned on the charge of using the mail in a conspiracy to defraud and warrants were issued under another section of the law.

Still later, a warrant was issued for the arrest of Martin Quigley, who was charged with perjury, having testified differently on the trial than he did before the grand jury. All the men were held under bonds except Ernsberger, who was granted immunity.

On January 20 Smith was further charged with having approached George Hammond with an offer of \$10,000 to influence his testimony in the case in favor of the Woods. This charge is based on an affidavit of Hammond.

Smith was heard on January 21. His business is the sale of fire department supplies. A professional politician also, he had been campaigning for sergeant-at-arms of the Republican National Convention and had good endorsements. He denied discussing the Wood case with anyone. Hammond, however, swore that Smith met him in the Federal building and opened a conversation by reference to the length of the trial, to which Hammond replied: "Yes, it is going to be a long-drawn-out affair. Smith then said that it looked funny to him that they should be after the Woods all the time when other exchanges were doing the same things. Smith referred to Watson & Co., say-

ing: "They failed for \$1,000,000 and nothing was done about that." Hammond replied: "There is plenty of crooked work going on in the exchanges as well as outside." It was then, according to Hammond, that Smith sprang his question, saying, "How would \$10,000 look to you?" Hammond said, on cross-examination, that Smith made the remark about the \$10,000 in a joking way and when he replied that, "It would look like 30 cents to him." Smith laughingly said: "Well, I have no interest in the case."

The court dismissed the contempt case against the two jurors, but held Smith guilty of tampering with the jurors and with the witness Hammond, and after scoring him in sharp terms, sentenced him to 90 days' imprisonment in the Ramsey County jail without the option of a fine. Sentence was stayed 30 days and the case will be appealed.

GRAIN DEALERS' INSURANCE.

The first annual meeting of the Grain Dealers' Mutual Fire Insurance Co. of New England was held at Boston on January 13. The president, D. K.

Webster, said the company had secured 400 policies in the state of Massachusetts, with a total of \$1,000,000 insurance without the expenditure of a single cent for services.

The report of the treasurer, V. M. Bourneuf of Haverhill, was read, and showed available resources of \$44,552.64, with total liabilities, including reinsurance reserve, of \$12,689.90. More than six hundred policies all told have been issued, and the total cash received during the six months of actual business of \$25,167.29.

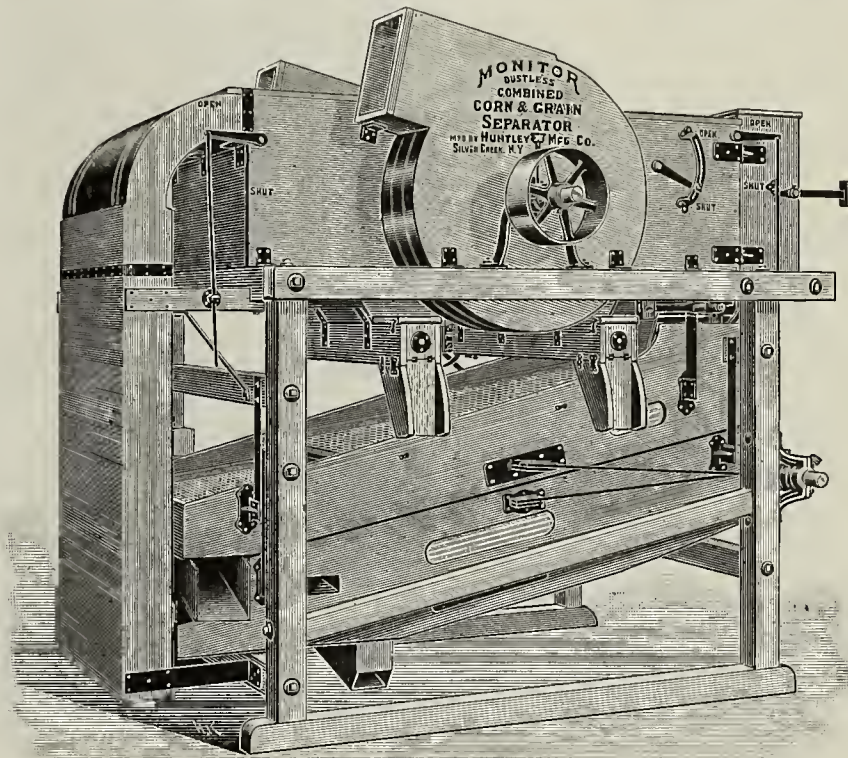
Officers were elected as follows: President, Dean K. Webster, Lawrence; vice-president, Milton L. Cushing, Fitchburg; treasurer, V. M. Bourneuf, Haverhill; secretary, A. Shirley Ladd, Boston; directors, Henry R. Burbeck of North Abington, H. A. Crossman of Needham, Benjamin W. Brown of Concord, H. L. Marsh of Newport, R. I., and J. S. Merrill of Laconia, N. H.

"I have been surprised at the number of Iowa towns and communities that are buying corn from other sections of the state," said Mr. E. D. Hamlin recently to a Des Moines daily paper. "Sections that have hitherto shipped much corn lack considerable of having enough to supply their own needs. Practically all of Iowa north of the south line of Dallas County had a much poorer crop than has been estimated. I don't believe that the crop averaged 50 per cent for a good share of the section. Corn from southern Iowa, which had a fair crop, is now being shipped into northern Iowa instead of being shipped to the grain markets. It is costing the feeders about a cent a pound, or 56 cents per bushel."

MONITOR COMBINED CORN AND GRAIN CLEANER.

About two years ago the Huntley Manufacturing Co., Silver Creek, N. Y., recognized the need of a machine which could be used for cleaning both corn and other grains, and placed on the market at that time the Monitor Combined Corn and Grain Cleaner. Two years' use of this machine has demonstrated beyond the slightest doubt the fact that this machine is an ideal one for the purposes for which it has been built. It has proven to the satisfaction of hundreds of users that it is not an experiment, but a practical machine that effectively puts corn and grain in proper condition to grade when marketed.

This Combined Corn and Grain Separator has the double-shoe, or compound-shake, movement, one screen being of the size suitable for corn and the other for wheat. When in operation it is only necessary to reverse a gate in order to change from corn to wheat. The compound-shake movement eliminates any jarring tendency, and the machine may be placed at the top of an elevator with perfect safety. The air separations have been perfected and may



MONITOR COMBINED CORN AND GRAIN CLEANER.

be regulated while the machine is in motion to suit the judgment of the operator.

The Huntley Manufacturing Co. has a long list of testimonials from people who have used this machine, and will be very glad to refer any prospective buyer to people in his own neighborhood, who have the machine in satisfactory operation. A folder fully describing this machine will be sent upon request.

DRYING RACKS FOR DAMP

A novel way of drying damp grain, after a wet harvest, has been advocated by Mr. Wallace, professor of agriculture at Edinburgh University. The construction of what is called the "rack" is simple. It resembles a narrow hayshed, seven feet wide, and consists of parallel lines of wire stretched between "H" iron straining posts, supported by intermediate wooden standards, 16 feet high, and covered by a corrugated iron roof, 10 feet wide. The sheaves hang in rows upon the wires fixed to the inside of the supports, grain ends in and butts out, and dry rapidly, even in wet or broken weather, as there is always a current of air passing up the middle of the rack and between the rows of sheaves. It is claimed that the side next the prevailing wind dries as quickly as if done when in stook in good weather and, when dry enough, the sheaves from one or both sides may be removed and built into stacks and the rack again filled.

The Wisconsin Grain Commission has raised the fees for inspection and weighing to 40 cents a car for weighing and 30 cents a car for inspection.

[For the "American Elevator and Grain Trade."]

ANNUAL MEETING OF THE KANSAS GRAIN DEALERS' ASSOCIATION.

Federal inspection of grain was favored by members of the Kansas Grain Dealers' Association in their tenth annual convention held in Topeka, January 14 and 15.

They also went on record as being opposed to changes in freight rates until ample notice had been given, as well as an opportunity for a presentation of their side of the case.

Because of reports of damage done and worse possibly impending, they decided to ask the state legislature, in extraordinary session assembled, to appropriate \$10,000 for the purpose of eradicating the "green bug" and such other pests as may be damaging the grain, particularly the wheat. It is said that the Hessian fly is the only insect aside from the "green bug" that is doing any noticeable injury.

Politics will receive attention at the hands of the grain dealers, if they live up to the sentiment expressed in one of their resolutions. It is the desire of some to have as many grain dealers as possible have places on county, district and state committees of any and all parties.

The convention met in the Hotel Throop. The attendance was fairly large and the interest was exceptionally strong. This interest prevailed throughout the various sessions and up to adjournment. R. E. Cox of Elsmore, vice-president, presided in the absence of A. Aitken of St. John, who was seriously ill at his home, of sciatic rheumatism. When he took up the gavel at the first session, Tuesday morning, Mr. Cox expressed his regret at the illness of President Aitken, but he told of the pleasure he experienced at seeing so many of the Association members in attendance. "The past year," Mr. Cox said, "has been one of trying circumstances and trials for the grain dealer, yet he has stood the storm like a man and has emerged therefrom stronger than ever and with greater determination to meet the future. But the many unforeseen happenings of the past year only teach us the necessity of being more conservative and careful in our business so that we can be prepared to meet just such emergencies as have occurred. The past year, our worthy secretary has been, as usual, ever active in fulfilling his duties and promoting and protecting the welfare of the members of your Association. We feel and approve the action taken by him against the deduction of 100 pounds at elevators and note with pride the results attained at Kansas City, Kan. Such tenacity of purpose and never-ending energy has accomplished what nine out of ten members believed at first to be of no purpose; but Smiley never gave up, and to-day we see the beginning of the end of this practice, not only on the Kansas side, but the Missouri side as well, thanks to him.

"The money panic came to us like a flash and caused all more or less inconvenience and loss; yet things are becoming normal and settled. The time is not far off when everything will be again on a sound basis."

Mr. Cox wished the members a happy and prosperous year for 1908.

GRAIN MAN'S BURDEN.

A paper upon "The Grain Man's Burden," prepared by F. W. Dickinson of Humboldt, was read by his brother, A. G. Dickinson, the first mentioned being absent on account of sickness. Mr. Dickinson's paper follows:

The hardest proposition the grain dealers of Kansas have had to contend with in the last few years is the car famine. If there is anything that paralyzes the grain dealer, it is to be unable to get cars to ship his grain. You cannot shut down and wait till cars get plentiful, as you could if you were in some other kinds of business. If you do, you lose the whole season's work, which means practically the whole year's work to the grain dealer. Grain does not ripen every month in the year, and the grain season

is limited. For this reason the grain dealer suffers more than anyone else from a car famine.

Again, the railroads do not always use good judgment in distributing cars among the different shippers. This makes matters worse than they would otherwise be. If the railroads would use a little common sense, car famines would be much less severe. To illustrate:

At our town there are two railroads, the Santa Fe and the M., K. & T. The Santa Fe agent tries to distribute the cars among the shippers fairly, giving each shipper his cars as nearly as possible in proportion to his needs. The M., K. & T. agent keeps a list with each shipper's name on it. The first car goes to the first party on the list, the second to the second party, and so on down through the list. When he gets to the bottom he begins at the top again and goes through the list as before, giving each shipper one car; and it does not make any difference whether he has one car or one hundred cars ordered, he has to take his turn. There is a large amount of hay shipped from there each year and when cars are scarce the dealers cannot buy all the hay that is offered for sale, as they are unable to store it. Then the farmers begin

100 lbs. of grain out of my car, it has a right to take 1,000 lbs. or 10,000 lbs. If it has a right to take 100 lbs., it has a right to confiscate the entire carload. If it has a right to take \$1 worth of wheat out of my car, it has a right to take \$1 out of my pocket, and if it has a right to take \$1 out of my pocket, it has a right to take \$10 or \$1,000; the principle is the same, and the Kansas City Board of Trade cannot get around it.

Again, we find the more we give to some people the more they want. They catch us both coming and going. I sold the Farmers' Terminal Grain Company of Kansas City, Mo., a car of wheat a short time ago. The sale was made over the telephone and confirmed by letter. The sale was at a certain price f. o. b. Kansas City for No. 2 red wheat, with a reduction of two cents per bushel if it graded No. 3 red wheat. The car went out on November 14; the draft was paid by them November 15, and the car was set on sidetrack in Kansas City on November 16. When they made returns on the car they called the wheat No. 3 red, docked us the two cents per bushel, charged us for weighing and inspection and did not send any inspection certificate or weight certificate. They also charged us for in-



SOME OF THE KANSAS DEALERS PRESENT AT THE TOPEKA CONVENTION.

shipping their own hay; and I have known as many as thirty farmers ordering cars for hay. Just imagine how much show you would stand with thirty farmers, with one or two cars of hay each, and you taking your turn with them for a car. Your elevator breaking down with grain, every building in town that you could rent filled with grain, and behind with all your contracts, and then sit down and take one car out of every twenty-five or thirty. This has been the condition which the grain dealer has had to face several times in the last few years.

Again, the grain dealer has other troubles besides car famines. Sometimes some board of trade passes a law—and you boards of trade are law-making bodies—allowing its members to toll each car of grain that comes to market. Of course, it is not stealing to take grain out of another man's car; it is just what is rightfully due, because the great legislative body at Kansas City says it is due. That is what we call taking toll. You probably have heard of the toll roads in the East. Every short distance there was a toll gate and each traveler had to stop and pay for the privilege of traveling over the road. If the people did not wish to pay the toll, they must keep off the road or go around some other way. Some of the grain dealers have been sending some of their grain around another way in the last few years; and if I am not mistaken, they will continue to send considerable of it around some other way.

I know a party who used to travel over those toll roads in the East considerably, and he said he paid toll every time he traveled over the roads, with one exception. The exception was one time when he was hauling a smallpox corpse to a distant cemetery for burial. There is a certain board of trade in this country that is likely to find a smallpox corpse in the pit some day, and that corpse will look just like a country grain dealer.

Now if any board of trade has a right to take

terest on the draft for ten days and insurance for ten days, when the car arrived one day after the draft was paid by them. They also charged us \$1 demurrage, claiming that they had to hold the car on track to write to us to see whether the two cents per bushel reduction was satisfactory or not. After writing to them and calling their attention to the fact that when the sale was made it was agreed that the reduction in case the wheat graded No. 3 should be two cents per bushel, the manager of the Farmers' Terminal Grain Co. remembered the agreement and forwarded us a check for the \$1 demurrage. But so far they have failed to furnish the grade certificate and weight certificate or refund the interest and insurance money.

Again, several of the members of the Kansas City Board of Trade have been sending out letter bids and card bids on grain, and in that letter, or card, they had printed a paragraph, stating that 100 pounds would be taken off the weight of each car. Several of these bids were for Galveston, Texas, shipment. The proposition is, they were trying to make a contract with us to give them 100 lbs. of grain out of each car.

Now, these are some of the evils which confront the grain dealer at the present time. The grain dealer needs a few good laws enacted by the legislatures of both Kansas and Missouri. What we need is a law making it a misdemeanor, punishable by both fine and imprisonment, for any purchaser of grain at terminal points to deduct any amount from the actual weight of any car of grain when making settlement for same, or for failing to furnish grade certificates and weight certificates for each car of grain handled, and for taking or collecting interest on book accounts or drafts made on cars of grain. If the Kansas State Grain Dealers' Association can accomplish this result, I feel assured the evil would disappear.

Mr. Dickinson's attention, as well as that of the

members of the Association, was directed to the fact as claimed, that the dealers of Atchison neither levy toll of 100 pounds on every car of grain nor charge interest. Also, by a Kansas City dealer, to the necessity of discrimination in referring to business transactions carried on at the mouth of the Kaw, where there are two Kansas Cities; and whatever criticism or blame is indulged in should be directed at the right side of the Kansas-Missouri line.

C. A. Burks of Decatur, Ill., had prepared a paper upon "Reciprocal Demurrage," but he could not attend the convention, so his paper was read by Secretary E. J. Smiley.

At the conclusion of Mr. Burk's paper the chair named these committees:

Resolutions—H. Work, Ellsworth; E. F. Madden, Hays City, and J. C. Robb, Wichita.

Auditing—S. J. Thompson, Holton, and H. Work, Ellsworth.

During the first forenoon session, the directors held a session, these members of the directorate being in attendance: S. J. Thompson, Holton; Joseph Latshaw, Wilson; Perry N. Allen, Coffeyville, and W. A. Miller, Anthony.

The arbitration committee, likewise, held a session on the first morning, with these members present: A. H. Bennett, Topeka; I. A. Pribble, Salina, and C. A. Smith, Wellsville.

SECRETARY'S ANNUAL REPORT.

In the afternoon Secretary Smiley read his annual report and the annual financial statement for the year, to wit:

This report closes the eleventh fiscal year of the Kansas Grain Dealers' Association, which ended January 1, 1908. While we have only had ten annual meetings, including the present one, the Association was organized December 26, 1896. Of the original charter members, eight in number, only three are now engaged in the grain business.

Comparatively few of the dealers now doing business appreciate the magnitude of the undertaking of the charter members of our organization. The country grain dealer at that time did not command respect either at home or abroad. Not at home, for the reason that they were accused of robbing the farmers, and certainly not abroad, for the reason that they meekly submitted to the many injustices heaped upon them at terminal markets, against which they had almost ceased to protest. Country elevator property was almost worthless and many country dealers were ready to give up in despair. Within two years after our organization was brought into existence order was brought out of chaos and many dealers felt that they had been granted a new lease of business life. While through organization we have eliminated many of the abuses which made the grain trade unprofitable, some of them still remain; and I want to say that I firmly believe "Eternal Vigilance" should be our watchword if we expect to hold what we have gained and hope to eliminate the now existing evils that threaten our existence.

I believe that if for any reason the organization was permitted to drop out of existence, the conditions at terminal markets would be as bad within one year as they ever were. Why not? Is it not a fact that the same elevator owners own and operate the elevators at terminal markets to-day that did so ten years ago? Have we any reason to believe that they have had a change of heart and would not do again what it is known they did ten years ago? We think not; for the reason that it has taken time, money and a lot of hard fighting to bring about these reforms.

Dockage System.—The dockage system at terminal markets, which has been a rule rather than an exception for many years, has been abolished. I believe that only one market on the American continent still continues this practice, and that is Memphis. As comparatively few of our members patronize this market and none of them are compelled to, it is a matter of little interest to you. The last great market in the country to abolish this dockage was Kansas City; and as a number of our members were almost compelled to market their grain there, they fully appreciate what this means to them. Do not think, however, that this concession was made willingly and without a fight, as your officers were compelled to ask the support of the state of Kansas to have this practice discontinued. Great credit is due the Attorney-General of this state and the Assistant County Attorney of Wyandotte County, for their prompt and efficient service in our behalf.

Delayed inspections and reinspections occur in some markets because it is according to the cus-

tom and rule established by the interests that dominate the market. We will concede that there are two sides to this question. To illustrate: "A" buys ten cars of grain, by sample, on an exchange floor, which has been inspected by a regular deputy inspector as No. 2 grain. He expects to be delivered at his elevator or mill just what he bought. The grain is ordered in the regular way, but for some reason is delayed, and on its arrival at the elevator or mill is out of condition and is not the same quality of grain as purchased. Should the buyer be held responsible for this loss? We think not; but surely someone is responsible, either the receiver who represents the shipper or the transportation company. If the receiver has used due diligence in having the grain delivered the blame rests entirely with the railroad company to whom the shipment was intrusted, and it should and can be made to pay the loss, as I will explain later. But when grain is sold f. o. b. point of origin, subject to state or board of trade inspection, and on its arrival grades No. 2, the first inspection should be final unless the purchaser can show that the car was plugged or for any reason the inspector could not make a thorough inspection, which fact should be shown in the inspection certificate. This is a matter of vital importance to shippers, and I trust you will give the question consideration at this meeting.

Railroad Companies' Liability for Loss in Transit.—Under the old regime, claim agents of the different transportation companies were employed for the express purpose of refusing claims regardless of merit. To-day a large percentage of claims having merit are paid and promptly paid. The general character of freight claims, from the grain dealers' standpoint, may be classified as follows: (1) Loss by decline in the market value in quality because of delay in transit. (2) Loss because of delay to furnish cars. (3) Loss because of leakage or shortage in transit. (4) Loss of interest charged on drafts because of delay in making delivery at terminals.

Under the state laws any transportation company operating partly or wholly within the state is liable to the shipper for any loss he may sustain for neglect to furnish cars promptly on demand and to move loaded cars promptly after bill of lading is issued, and because of leakage or stealing in transit. The shipper can easily prove if he sustains loss from any or all of the above mentioned causes. Many lines of road receiving shipments endeavor to avoid payment of claims by throwing the responsibility on the connecting line to whom they deliver the loaded cars. Section 20 of the act to regulate commerce reads as follows: "Any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state shall issue a receipt or bill of lading therefor, and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt, rule or regulation shall excuse such common carriers, railroad or transportation companies from the liability imposed." You can readily see that this act makes the initial line responsible to the shipper for delivery at destination regardless of the number of connecting lines handling the shipment.

There is no doubt that all claims having merit can be collected. I would recommend that this Association prepare printed blanks for the use of all our members free of charge, and when members have sustained losses from any source through the negligence of any line of road handling their shipments, they be furnished blanks on request, and if the claim is refused forward same to the secretary and have him make demand on the road refusing the claim, and if still refused bring suit in the name of the shipper to recover it. It is only the small shipper who is compelled to stand these losses. The claims of large shippers are promptly paid.

The deduction of $\frac{1}{4}$ or $\frac{1}{2}$ of one per cent demanded by some roads should not be allowed. There is no law for this deduction. Mr. Gower, traffic manager of the Chicago, Rock Island and Pacific Ry Co., in a letter to Mr. Wells, secretary of the Iowa Grain Dealers' Association, stated that it had been decided, pending better means than is at hand at present for determining the correct basis for this deduction, that their company would waive all such deduction in the settlement of claims. All of us are interested in the matter and I would like to hear your opinion.

Kansas Wheat Grades.—A great many grain shippers located in the Turkey hard wheat belt of Kansas think our present Grain Commission, by refusing to comply with their request to establish a grade to be known as Turkey Hard Wheat, has

done them an injustice. This variety of wheat equals or surpasses any wheat grown on the American continent and at some seasons of the year commands a price of from 3 to 5 cents per bushel over ordinary hard wheat. This is especially true when the millers of the Northwest are compelled to come to Kansas for a part of their supplies. Quite a number of grain dealers, millers and producers made requests of the present Grain Commission at their last sitting in this city in July, 1907, to establish such grade of wheat, but for some reason unknown to the writer it was refused. If all grain was consigned and sold on its merits, demand for such grade would not be so apparent; but as hundreds of thousands of bushels of this variety of grain are sold annually on card bids, the producer or grain dealer does not profit from its superior quality. I think the Association should take some action at this time, and would suggest that a resolution be drawn and submitted to the committee on resolutions, and if it meets with the approval of our members, that a copy be presented to the Governor and the three members of the present Grain Commission.

Local Meetings.—I have called and attended twelve local meetings during the past year, and, with two exceptions, these meetings have been well attended, and I feel sure that much good resulted. I can keep in closer touch with the members and can form a better idea of their wants in this way better than by correspondence. A great many wrongs, imaginary and real, are settled at these local meetings that could not be settled in any other way.

The meetings will be continued; and I wish to urge on all dealers present the importance of these meetings. I might add that I have only received two complaints during the past year of scoop shovel interference at points where we have members located. In most instances grain has been handled on a good margin of profit, and excepting points where the crop was light, the business has been fairly remunerative.

Elevator Scales.—It is gratifying to know that a large number of grain men have installed [loading] scales in their elevators. During the past year a number of dealers who have owned and operated elevators for the past ten years without house scales decided that they could not longer afford to entrust their grain to the tender mercies of the railroad companies without knowing what the cars contained. The old maxim, "Where ignorance is bliss, it is folly to be wise," has proved very expensive, especially where shipments are made over the Missouri Pacific Ry. It is the custom of this road, where it finds by its track scale that a car is overloaded, to sell out the surplus to the local buyer at the first division point, accepting whatever price the buyer sees fit to pay, adding cartage charges, SOMETIMES notifying the shipper to put in claim for the amount. By installing scales in your houses this is avoided, and should a car be wrecked or grain lost in transit, the shipper can establish his claim.

Use of Private Seals.—I strongly recommend the use of private seals on all shipments of grain and grain products. I know positively that many cars leave the stations where they are loaded without being sealed. You should take into consideration the fact that the average station agent is a very busy man, and should your elevator be located some distance from the depot, as many elevators are, he is very liable to forget that the car is to be sealed, and when the train arrives and picks up the cars no attention is paid to whether or not they are sealed. While visiting in a town on the Rock Island the past season, I found a car loaded with wheat standing on sidetrack near a mill, with the door open. Upon inquiry I found that the car had been set out of a train several days prior and the agent had not noticed that the door was open, although the car was standing within 300 feet of the depot. Suppose this car had been set out in this city or in Kansas City, on what is known as "nigger track," what would have been the result? Short weight to the amount thieves could have been carried away before they were discovered. These seals are inexpensive, and if you will use them, you will know positively that your cars are sealed before leaving the station. Inspectors at all markets report numbers of cars arriving without seals, and it is reasonable to suppose that at least a part of these cars leave the initial point without being sealed.

Car Shortage.—Excepting on branch lines, there has been little complaint this season of the car shortage, as the dealers having elevators located on the main line of railroads in the state have been provided with empty equipment. Dealers on the branch lines, especially of the Missouri Pacific and Santa Fe, have been compelled to await the pleasure of the different lines before securing equipment, and, as a result, have lost quite a lot of business that properly belonged to them. Many of these dealers claimed that they were being discriminated against and made complaint

to our board of Railroad Commissioners, but as far as we knew, nothing came of it.

Federal Inspection.—President Roosevelt, in his message to Congress, recommended that the present Congress establish a national system of inspection and grading of grain entering into interstate and foreign commerce in the following language:

"The grain producing industry of the country, one of the most important in the United States, deserves special consideration at the hands of the Congress. Our grain is sold exclusively by grades. To secure satisfactory results in our home markets and to facilitate our trade abroad, these grades should approximate the highest degree of uniformity and certainty. The present diverse methods of grading and inspection throughout the country under different laws and boards result in confusion and lack of uniformity, destroying that confidence which is necessary for healthful trade. Complaints against the present methods have continued for years, and they are growing in volume and intensity, not only in this country, but abroad. I therefore suggest to the Congress the advisability of a national system of inspection and grading of grain entering into interstate and foreign commerce as remedy for the present evils."

There is a growing demand throughout the entire country for uniform inspection, and at a Uniform Grade Congress held in Chicago the past season, all boards of trade, as well as different grain dealers' organizations, were asked to adopt the plan mapped out by the Congress. Some of the largest markets in the country adopted the plan, but none of the Western markets have seen fit to adopt it.

It is generally conceded that if this country expects to hold its foreign trade we must have more stringent inspection rules. We cannot hope to eliminate politics from our inspection, and the only question is whether or not we shall get better service and more competent inspectors under Federal appointment than we have under state appointment. The bill now introduced in both branches of Congress provides for examination of applicants for the position of inspector to determine their fitness for the position. Further, both the chief inspector and assistants shall be appointed in accordance with the rules of the civil service. This rule protects appointees as long as they are able to demonstrate their fitness and ability to hold their position. Under the present system an applicant is not expected to pass an examination. The only qualification necessary for appointment is to have controlled a certain number of votes in the ward, township or county in which he resides. It is not even necessary for the applicant to know wheat from corn to secure appointment. After having served one or more years in the capacity of deputy grain inspector, he gains a knowledge of the different values of grain; then comes a change in state administration, and out they all go and a new set takes their places to learn the business.

While the bill provides for a uniformity of grades, it does not mean a single grain or standard. Every particular species of grain would have a standard of its own. It has been asserted that much of the dissatisfaction arising from the handling of grain at destination points and at consuming points is brought about largely from the marketing of damaged and unclean grain. While this may be true to a certain extent, I cannot help but conclude that the dissatisfaction is brought about largely from the mixing of lower grades with higher, and by unjust and inefficient inspection. It is a known fact that at all large grain centers there are about twice as many bushels of No. 2 wheat shipped out as there are shipped in; and who ever heard of any No. 4 and rejected grades shipped from a terminal market? While it is true that this hospital No. 2 wheat does not command as high a price as virgin No. 2 at home, it is cleared from our export ports as No. 2 American wheat. Ask any miller in the country who has had hospital wheat delivered to him on contracts what he gets, and he will tell you that a large per cent of it is unfit for milling. How the elevator concerns secure an inspection certificate of No. 2 wheat is hard to understand. The question is whether under Federal inspection the buyer will get what he buys. Is it not reasonable to suppose that if a deputy or chief inspector appointed by the Secretary of Agriculture is negligent in performing the duties of his office and complaint is made, he will be removed and a competent man appointed to fill his place? This cannot be done under state political inspection, as has been demonstrated time and again.

Under Federal inspection a car of grain inspected in Wichita as No. 2 or No. 3 is not again inspected on its arrival at Topeka or Kansas City, or any charge made for inspection. Under state inspection rules, a car of grain inspected at Wichita, for which a charge of 50 cents is made, is forwarded to Topeka and another charge is made;

and if for any reason the car is refused here and sent to Kansas City, still another charge of 50 cents is made, making a total of \$1.50 per car.

This question is for your consideration. If you favor the measure, you can assist in passing the bill by writing your senator and congressman, asking him to support the measure; and if you are not in favor of it, ask him to vote against it.

In conclusion, I wish to say that one of the evils against which we will have to guard is the disposition to lose interest in association work. If we are inclined to overlook the matter and allow ourselves to become indifferent, in a very short time we will be back in the old rut, from which we have striven to emancipate ourselves. It is to your interest to attend all local meetings held in your section. It is to your interest to promptly answer all letters of the secretary and advise him of all changes in your section, in order that he may better serve your interests.

I wish to thank the officers and members of this Association, one and all, for their support in the past and trust it may continue.

The secretary's financial statement for 1907 is as follows:

Balance January 1, 1907.....	\$ 264.70
Cash received for membership fees.....	222.00
Cash received for dues.....	\$2,952.50
Less exchange	26.50
	2,926.90
Cash received for advertising.....	315.00
First National Bank dividend.....	2.62
Refund from S. J. Hunter, Green Bug Fund	13.37
	\$3,744.59

DISBURSEMENTS.

Taxes	\$ 1.56
Western Union	2.91
Auditor's expense	7.05
Badges	20.00
Green Bug Fund.....	25.00
Office supplies	104.58
Telephone company	52.90
Rent	111.10
Officers' traveling expense.....	134.95
Printing	163.00
Postage	204.00
Secretary's traveling expense.....	316.87
Stenographer's salary	372.50
Secretary's salary	1,935.00
	\$3,451.42
Balance January 1, 1908.....	293.17
	\$3,744.59

These reports were adopted unanimously upon motion of W. S. Washer, Atchison, and a vote of thanks was given Mr. Smiley for his "able and comprehensive exhibit."

FEDERAL INSPECTION.

"Federal Inspection Impracticable" was the title of a paper with which W. S. Washer, Atchison, followed. Mr. Washer said:

We are again confronted with the periodical agitation upon the subject of Federal control of grain inspection. It may be primarily noted that the agitation for the control of inspection by state or Federal Government has always originated, not with the producer or handler of grain, nor with any of the great market centers, but invariably originates with those who have political patronage to distribute. The politicians and pseudo-statesmen who are filled with beautiful theories, and whose place is in the limelight, are almost invariably responsible for the foisting of idealistic and impracticable schemes upon the people and the commerce of the nation. First and foremost, there is no crying need for Federal inspection of grain. The producers are not demanding it, the local dealers as a rule do not desire it, and the boards of trade and chambers of commerce of the nation are apparently not enthusiastic upon the subject. As a matter of fact, I firmly believe that if those who are interested in the matter were left to choose, it would be the almost unanimous verdict that if the grading of grain was left in the hands of the properly organized boards of trade at market centers, the greatest satisfaction would result.

Political inspection, as a general proposition, is a farce. A man is chosen for chief grain inspector of the state not because of any peculiar fitness for the place but by reason of the political influence which he controls. By the same rule of political affairs, his assistants are chosen in the same manner. The junk dealer, the potato buyer, or the dry goods clerk, are given places provided they control sufficient patronage in the "bloody sixth" or ninth precinct of the third ward. True, these appointees may, after some years of service, if they are given the political grace to remain in office for sufficient time, become proficient in the grading of grain, but the history of

the matter is that they are invariably educated at the expense of the trade.

On the other hand, if boards of trade are given control of the grading, self-interest immediately makes itself apparent and a proper and fair basis of inspection will be established in order to maintain the prestige of the market.

Regarding the matter of uniformity, this is a subject which has had consideration for some years, and the National Association of Chief Grain Inspectors and the Grain Dealers' National Association have been working in close harmony toward adopting a system of grading that will be as nearly uniform as possible. Absolute uniformity of grades is a chimerical dream. Anyone who will give the matter the least thought whatever will recognize that wheat raised in divers localities and under different conditions of soil and climate cannot be made to conform to the same standard. Corn raised under conditions such as have prevailed the past fall and this winter is of an infinitely better variety than when raised under adverse conditions. Corn that will grade No. 3 in the Atchison market in November or December will not reasonably grade the same in Memphis or Atlanta, nor can it reasonably be expected to. Of all the grains oats are probably the only one upon which a uniform standard could be established.

It is pointed out by Senator McCumber, the author of the pending bill, who is undoubtedly sincere in his views, and many sincere men may be impractical, that this department of the Government would be under civil service rules. So are many other departments of the Government, but that has not served to keep out of the ranks of Government employes men who are decidedly and palpably incompetent and worthless. The same Secretary of Agriculture who discovered that the great state of Kansas was in the semi-arid region of the country might refuse to inspect any corn raised in this parallelogram upon the grounds that it was impossible to raise corn in a semi-arid region.

Senator McCumber, the author of the bill, in a letter to the secretary of this organization, writes that much of the dissatisfaction in the matter of inspection is due to the mixing of lower grades with higher grades of grain. Yet, each of us knows that by reason of the mixing of grain the average price bid for the nation's crop of grain is materially greater than would otherwise be the case. It has not been a great many years and it is within the memory of many of the older men in my hearing, since there was a stable difference between No. 2, No. 3, No. 4 and rejected wheat, respectively, of some 5 to 10 cents per bushel, and grain inspected as No. 4 was marketed as No. 4. The unfortunate farmer who had had luck with his crop or whose land was not as good as his neighbor's, would never in the world pull out from beneath his mortgage burden if this condition were to again prevail.

One of the principal arguments made by the advocates of Federal inspection is that the foreign countries to whom we sell our grain demand it. It had not been my impression that this great nation was being conducted for the benefit of the various tribes of our brothers who live across the great waters. My experience in the exportation of grain has led me to believe that the foreigner can get just as good grain as he is willing to pay for, but the fact of the matter is that he will buy the made-up article of export grain because it is cheaper rather than to pay the current market price for the virgin grain. Continued efforts have been made from time to time by boards of trade and inspection departments at export points toward raising the grade of export grain, but the response from the buyers has never been sufficiently enthusiastic to warrant any great success.

A striking example of the success of the board of trade supervision of grain matters is apparent in the weighing departments of the various boards of trade. The weighing department of the Chicago Board of Trade, under the excellent direction of Chief H. A. Foss, demonstrates the highest degree of efficiency to which board of trade weighing may attain. Weighmaster Goodwin, at Kansas City, has improved conditions materially in that market, and Weighmaster Warren, formerly in charge of weights at St. Louis, has within the past year been summoned to take charge of elevators at Baltimore by reason of his success at St. Louis.

That there are many evils in the present inspection system is undeniable. Contract grain is seldom up to standard. The man who buys five, ten or twenty thousand bushels of future wheat in Kansas City market with the expectation of accepting delivery on the same may be reasonably certain, under present conditions, of receiving a manufactured mixture of off-grade wheats that is an outrage to foist upon anyone. This situation

actually prevails at Kansas City to-day; and is the fault of the politically conducted inspection departments of the states of Kansas and Missouri, and the board of appeals of that organization is at fault in sustaining such a grade which the inspectors permit to pass. Yet, I firmly believe that if inspection at Kansas City was in the hands of the Board of Trade the members of that organization would arise to the opportunity and see to it that an absolutely fair, square and impartial inspection department was maintained.

Federal inspection is another example of governmental paternalism. If this tendency continues we will have Federal inspection of our daily and hourly habits, and a Federal censorship of our very opinions. We may reasonably expect within the next twenty years to see a vegetarian party in the field which, if successful, will proscribe meat from our meals, and breakfast foods concocted from everything available, from sawdust to no-grade corn, will constitute our daily diet. The gentleman who has recently made so successful a test of a peanut diet will undoubtedly be appointed Secretary of Agriculture, while his fellow experimenter on a bean diet will be appointed Secretary of War. It is decidedly unfortunate that a question similar to this is continuously advocated; and let us hope that Congress will in no wise seriously consider the pending measure.

In discussing this paper, Secretary Smiley defended the system of grading grain followed in Wichita, but did not defend Kansas or Missouri inspection. "I believe that under competent Federal inspectors, to be put on the civil service list, we would get better service," Secretary Smiley said. "I believe all know that there is at present a change of grain inspectors with every new state administration. Has ever fitness been taken into consideration in making these appointments? No! Isn't it reasonable to suppose that if the federal Government appoint grain inspectors, taking the matter entirely out of politics, they would, by being retained for several terms, be more capable of determining the grade of your grain than one appointed by an administration to serve political interests?" He referred to England's test of the matter; and, as long as receivers at import points insist on uniform grading, he would ask how it was to be expected except through Federal inspection. With No. 4 going out as No. 2 American wheat, it is not surprising to find it selling in foreign markets for less than Argentina and Canadian wheat. "We still produce more than we consume, and if the American producer cannot get as much for his grain as the Argentina or the Canadian producer gets for his, it is simply a rank injustice. The only remedy is Federal inspection, which means absolute justice." Secretary Smiley urged a strong expression of opinion from the Kansas grain dealers on this subject in order that copies might be sent to the President, Senator McCumber and the senators and representatives from this state.

A resolution was here introduced by Mr. Work petitioning Congress to enact a law governing the grading and inspection of grain.

Mr. Washer opposed the adoption of this resolution and replied to some of the points raised by Secretary Smiley in his discussion, especially the statement that the grain inspector's salary depends on the number of cars inspected and that naturally he inspects a car every time he gets a chance at it. Foreign buyers, he declared, can get just what grade of wheat they want and will pay for. Mr. Washer arraigned the Department of Agriculture at Washington severely, venturing the opinion that "more jackass and 'jackasinic' ideas originate from the Department of Agriculture than anywhere else," and emphasizing his opposition to putting grain inspection under the control of "idealistic theorizers."

Mr. Work's resolution was referred to the committee on resolutions.

F. A. Derby, Sabetha, spoke in favor of Federal inspection, and Mr. Madden discussed briefly and in an incidental way the subject of Turkey wheat.

J. R. Pickel of Chicago called attention to the difference between Federal inspection and Federal supervision, saying that the Indiana grain dealers had favored the government supervision but not inspection. Mr. Smiley said that for the purpose of

bringing the subject squarely before the Association, he had sent a letter to every Kansas dealer urging him to state his position upon the matter.

W. C. Goffe of Kansas City spoke in opposition to Federal inspection. "What we want here is uniform inspection," he ventured.

E. P. Mourer, Lost Springs: "I can't see any injustice in Federal inspection. We want only what is right. As far as I know, now, I am in favor of Federal inspection."

A. G. Dickinson, Humboldt: "Personally, I am not in favor of running to Uncle Sam for a remedy for every local ill; local authorities can best attend to local matters, I think. I am not in favor of Federal inspection."

THE BANQUET TO THE ASSOCIATION.

On the evening of the first day, a banquet was tendered the visiting dealers by the Topeka grain dealers and millers at the Hotel Troop. John MacDonald, Topeka, editor of the Western School Journal, was toastmaster. Toasts were given by T. A. McNeal, Topeka, state printer of Kansas; J. C. Robb, Wichita; W. W. Bowman, secretary Kansas State Bankers' Association; H. F. Probst, Arkansas City; W. C. Goffe, Kansas City, Mo.; E. F. Madden, Hays City; W. S. Washer, Atchison; William Murphy, and W. R. Stubbs, Lawrence, one of the Republican aspirants for governor of Kansas.

Mr. Bowman spoke, briefly upon proposed remedies for the currency stringency. Mr. Stubbs commented upon the great work which the dealers through their organization were doing. He proposed that a grain market, central for Kansas, ought to be established in the central or western part of the state instead of relying upon Kansas City, Chicago or other points for such. He said that Kansas needed more north-and-south railroad lines, thus enabling her to send her grain direct to Gulf of Mexico ports instead of shipping in a roundabout way through some so-called "gateway." The remainder of the toasts were of an humorous character, Mr. Probst's talk being especially well liked. An appetizing menu was served. One hundred and sixty guests sat at the tables.

SECOND DAY'S SESSIONS.

First thing, on Wednesday morning, J. C. Robb of Wichita created something of a sensation with his paper, "Grain Men in Politics," owing to some pronounced views which he expressed. It was as follows:

It is with some degree of misgiving and a great deal of timidity that I speak on my subject, "Grain Men in Politics." This is a body of men engaged in a line of business more closely connected with the common people and more closely connected with the financial institutions than any other. We are the custodians and guardians of this great grain producing state, and most of us are worthy of our trust and fill our position with honesty and credit to ourselves and to our customers. Generally speaking, we have the entire confidence of our financial institutions and are ably assisted by them in all our undertakings. The financial institutions are the creations of the people, and it is, therefore, the people's money on which we do business—in fact, on which all the business of our several localities is done. Let us, therefore, be loyal and true to our trust, to ourselves and families, and to our customers, thereby rendering ourselves deserving of the general good name and reputation that we now have. No line of business is conducted on so high a plane as ours; all our transactions are founded on our passed word by telephone, by sign, in person, by letter and wire, making contracts involving large amounts and always, or most always, strictly adhered to and fulfilled.

For many years the basis of grain rates has been fixed in such a way as to show great favoritism towards the market of Kansas City, which one of our great editors in this state referred to recently as, "A commercial excrescence, a parasite, a fungus growth, with its feet sunk deep in the clay of Missouri and its head in Kansas, sucking the sustenance of the Kansas farmer." At the present time Kansas City enjoys a rate on wheat to Galveston and New Orleans for export of only 18½ cents per hundred, whereas, such points as Winfield, Wellington and Wichita, which take much shorter hauls than the Kansas City haul, are compelled to pay a rate of 25 cents per hundred. And so it is all the way through. Take

the rates to Memphis, Tenn., and to Little Rock, Ark., great consuming points on domestic business, and you find Kansas City has a rate of 17 cents, whereas Wichita and points in surrounding territory carry rates of 25 cents and 26 cents. Not only is favoritism shown to Kansas City in the matter of rates, but also in the matter of rebates, called by transportation companies, "elevation charges," but which, in fact, are nothing more than rebates and have been so called by the Interstate Commerce Commission and by the courts in many of their decisions. At this time Kansas City is a competitor of every local grain shipper in the state of Kansas to Galveston and other ports on export business and to all the South and Southeast on domestic business. They not only have the benefit of these low rates fixed in their favor, but they are also allowed what is called an elevation charge, but which I call a rebate of ¾ of one cent per hundred on all grain moving through the elevators at Kansas City and finally shipped to those points.

Closer at home we find abuses of the transportation companies in their favoritism to certain shippers. For instance, at Ft. Worth, Texas, the Rock Island has established an elevation charge there of ¾ of a cent. This is a favoritism to the great grain handling company, the Rosenbaum Grain Co. of Chicago, and is for their sole benefit; and they have just that much advantage over any other competitor located at any point in Kansas or Oklahoma when going further with other shipments to domestic mills and the interior of Texas trade. At Little Rock and Memphis these same elevations are paid. Closer at home we find that at Atchison and Leavenworth, Kan., they are paying an elevation of ¾ of a cent per hundred, not because they desire to do it, but because the shippers at these points took a stand that they were as much entitled to it as Kansas City and forced the railroads to allow it to them through bringing proceedings in court. I think it can be said without fair contradiction that as much grain is handled through the Wichita market as at any other point in the state of Kansas, Kansas City, Kan., perhaps, excepted. Closer at home we find this same abuse existing and for the same reason—favoritism to certain shippers. At Coffeyville the Missouri Pacific is paying an elevation of ¾ of a cent per hundred on all grain that is handled through what is known as the Missouri Pacific Elevator at that point, which is in charge of The Hall-Baker Grain Co. of Kansas City. At Winfield the Santa Fe is paying ¾ of a cent per hundred for all grain handled through what is known as the Santa Fe Elevator at that point, which is in charge of The Moffatt Commission Co. of Kansas City. This is all done with the full knowledge of the state authorities of this state, and they have acquiesced in it by their silence and inactivity.

The only relief from these high and excessive freight rates that we have had was the material reduction on both the domestic and the export rates to Texas points and to New Orleans solely for export, secured through the efforts of a suit brought before the Interstate Commerce Commission in the name of the Pratt County Shipping Association, which was really fathered by the Wichita Board of Trade, and which body paid the expense incident thereto. These reductions were materially of great benefit to this state. But the high and excessive rates that have prevailed for years to the Southeast on domestic business still exist and no effort is made on the part of the state authorities to have them reduced.

We are now soon to enter on a great political campaign in this state, involving questions of finance, positions of trust, Governor, senator and other high places in which the great body of the people of this state are vitally interested. It is my purpose to try to interest the grain men in this struggle, not as partisans but as individuals interested in their own welfare as well as the welfare of the people at large. Why? Because we are long-suffering, without relief at the hands of those in whom we have placed our trust—at the hands of those whom we have placed in high places—our state officers. These officers have sat idly by and let the opportunity for them to do great benefit to this state pass without notice, notwithstanding the fact that just on their borders, in the territory of Oklahoma, a great fight along these lines was being waged against the transportation companies. Here we sat all last season, suffering from these high rates, suffering for the want of cars and for the general transportation facilities on which we had a right to depend, with no assistance and with any appeal that might have reached them ignored.

Compare this action with what has been done in Oklahoma by Governor Frantz, a true disciple and follower of President Roosevelt, by his Attorney-General Cromwell, a brave fighter and an honest man, succeeded by Charlie West, a sturdy

little Virginian who cannot be moved by corporate influence. These men, with practically no laws behind them on the subject, forced the transportation companies to lower their rates to a reasonable basis, not only on grain but on grain products and on lumber and on coal. They listened to the shippers' complaints; and wherever a just complaint was put before them, they brought suit in the interest of that shipper and at the expense of the state prosecuted by its officers, and in a number of cases they have recovered damages from the railroad company for excessive charges on coal and other products.

Our great Attorney-General Jackson has done nothing. Our state Railroad Commissioners have done nothing, except to reduce the rates to the favored market, Kansas City. There is now a movement on in this state, and I think that the hearing has been set at an early date at Topeka, to further reduce the rates on grain to Kansas City; but there is no effort on their part to reduce the rates in a corresponding ratio to Galveston and to New Orleans for export, to Texas for domestic use, or to the great Southeast, our natural market for domestic use. It looks to me like another move on the part of Kansas City to secure further favoritism for herself, and our officers, who are our sworn protectors and who ought to be such, in fact, are lending themselves and their offices and power and influence to it.

About eight years ago the Republican party was divided into two very pronounced factions and they were fighting each other about as earnestly and as vindictively as it was possible for one faction to fight another. The object of the Bailey-Leland-Albaugh crowd was to beat Curtis; the object of the Curtis-Mulvane-Kelley crowd was to beat Leland. Five years ago the Leland-Mulvane-Bailey crowd elected Long senator, but Long's election was as much opposition to Curtis as it was support of Long. Four years ago the opposition to the Leland-Bailey-Long crowd resulted in the organization of what was known as the "boss-buster movement" which forced Bailey out of the fight and nominated Hoch for Governor. This movement brought to the surface Mr. Stubbs, the acknowledged leader of the "boss-buster movement," and the success of this movement and the defeat of Bailey intensified the feeling between the two factions. The factions are somewhat the same, the respective leaders being Stubbs on one hand and Long on the other, and the stake that is being played for is the United States senatorship, although the fight is ostensibly being made over the office of Governor.

Long has been opposed to a primary election from the first, but his present position, as shown by the statement of his secretary, shows that he has been playing the political cards with the skill of a master. He induced Bailey to become a candidate for the Republican nomination of Governor. This forced Stubbs to become a candidate for the nomination to the same office. After these men had announced their candidacy, a special session of the legislature was called, and it was evident that one of the laws which would be enacted was a primary law. Long saw this, and, presto, change, as announced in the recent dispatches, he became an advocate of the primary election. Stubbs has tied himself up so he cannot become a candidate for Governor and senator at the same time. Long and his friends have tied Bailey up so he cannot become a candidate for senator, and for the time being, at least, Long has no opposition for the nomination for the position which he now holds.

There never was as fine an opportunity for the people to smash slates and destroy the schemes of the politicians as now. The politicians of the state are all in two crowds. The alignment is changed somewhat, Curtis now flirting with the Long faction and Leland is flirting with Stubbs, but every prominent politician will be found in one crowd or the other; and with the politicians lined up in these two crowds, a fine opportunity is presented for the people to smash all slates and nominate Davidson for Governor. If this is done, it will be such a rebuke to the political methods which are being resorted to as will result in great good both to the party and the state and administer a rebuke to the politicians and their methods which will not soon be forgotten.

The question resolves itself into about this: Will the people nominate an upright, non-factional candidate for Governor and thus defeat the political schemes now being hatched at Topeka in the interest of a few manipulators, or will they permit these schemes to be consummated and endanger the success of the party at the next election?

Are we going to sit idly by and see this gang of politicians control state affairs for their sole benefit and for the sole purpose of securing offices for themselves and their followers? If you will read what has been said in the papers as to their aims and objects you will see that none of them advocate any principle or the enactment of

any law that is for the benefit of the entire people of this state; nor do they announce their object or aim to be to secure lower freight rates for the people of this state or to secure more rigid corporate control. Their interest is not to advocate the welfare of the grain men and the millers of this state, not for the welfare and interest of the bankers or the merchants, but for office and for office solely and alone. Their only commendable act, in my opinion, is their almost unanimous support of the candidacy of Secretary Taft. They do advocate and say that a bank law ought to be passed, but that is a natural consequence of events brought about by the recent panic, and in order to quiet things in this state and put business on a sound basis again something of that nature must be done in order to restore confidence of the people in the financial institutions. It is demanded by the people and they are simply going to carry out the will of the people because it is apparent and cannot be avoided.

What should they do? In my opinion, they should declare for better railroad laws; they should make an appropriation and authorize the state Railroad Commission to use it for the prosecution of cases which can only be brought before the Interstate Commerce Commission; the Attorney-General should declare his intention to secure justice and right for the shippers and merchants and for the jobbing centers of this state. Have they done that? Did they go out as Governor Frantz and Attorney-General Cromwell did when the shippers were suffering all over this state for want of cars, and bring suit to annul the charters of the different transportation companies of this state on the ground that they were not performing the functions of a common carrier in that they did not furnish equipment to transport the traffic offered them? This was done in Oklahoma and it brought shippers relief. Corn that had been upon the ground for months was cleaned up and shipped out; but no such action was taken in Kansas. Our Attorney-General was unknown to us and his office seemed to be not for the benefit of protection of the shippers of this state and the people in general, but for the benefit of himself and for the emoluments it might bring to him. When the hearing was at Topeka before the Interstate Commerce Commission, in what was known as a Texas rate controversy, and which resulted in great benefit to the shippers of this state, did you find the Attorney-General of Kansas there? No. Did you find the Attorney-General of Oklahoma there? Yes—fighting for the shippers, doing everything he could to present this case in the right light and to secure justice.

When the people of western Kansas, who were oppressed by the higher rates on coal prevailing from the near-by fields in Colorado, brought their suit before the Interstate Commerce Commission, did Attorney-General Jackson appear there and prosecute the case in the interest of the welfare of the people? No. The people did it themselves, hired Judge A. E. Helm of Wichita, an able attorney, to prosecute their case and they paid him. They secured what they sought because there was no question of the right or the justice of it.

I might go on and cite you case after case and opportunity after opportunity for the Attorney-General and officers of this state to help the people secure relief so much needed, without a single instance being shown where those officers did their duty. Take the case on cotton piece goods, brought by Wichita jobbers to reduce the on rates prevailing from the Gulf to Kansas City. Did you find the Attorney-General and the other officers of this great state assisting those merchants to secure relief for themselves, which would result in benefit and reduced prices to the people? No. They were not heard of, offered no assistance, not even their presence. Why was this? It seems to me it ought to be apparent to all that it is because of the railroad and corporate influence which put them into power. They ought to be commended for their loyalty to their masters, for in the face of adverse criticism by the newspapers and by individuals they have withheld in every case the use of their office, their official power and influence to secure relief.

We pick up our daily papers and what do we see? We read that Senator Fitzpatrick, the acknowledged Attorney and leader of the Standard Oil Company in this state, is getting together these so-called factions and saying to the people of Kansas, this handful of men, "Who shall be Governor?" and, "Who shall be Attorney-General?" and, "Who shall be that officer?" and, "Who shall be this officer?" And the next thing we see is that the good men in this state who aspire to office at the hands of the people go to Topeka, are called into a secret caucus by two or three of these fellows, and are told that we have decided on So-and-so for Governor, and Bill Jones for Attorney-General, and Tom Smith for Treasur-

er, and there is no place for you; you will have to go home and wait. And they quietly go home and wait, knowing the authority and power that this clique has had in the past.

Shall we submit to it? Shall the people of this great state join in a chorus and meekly say, "So say we all?" I, for one, say, No. It shall not be done; and now I call on you to do your duty to help overthrow this gang that has controlled this state for years. Organize yourselves temporarily as politicians; go home and explain to your customers and neighbors and friends the conditions; ask them to put you on their delegations to your county conventions, or on your tickets at the primaries. If you do not care to do this, ask them to put on some friend whom you can depend on to vote for honest men at the state convention. The grain men of this state are scattered all over it; they know the country people more intimately than any other class of men; and it ought not to be hard for us to bring about a result that will give us great power and influence in the state convention. Select men that are free from corporate influence and railroad attorneys—no railroad agents, no Standard Oil employees, but select farmers and business men and grain men; induce other lines of business men to organize along the same line and get them interested; get them roused up to the pitch of enthusiasm that will carry them forward and get them into this convention.

I am a strict partisan and believe in fighting for the right thing in my own party. It is not necessary for a Republican to desert his party to bring about right, neither is it necessary for a Democrat to desert his party, but get into the fight in the party and right the wrongs there. When we come to the convention at Topeka soon to be had, let us count noses; let us call a caucus of our own and stand together and support no candidate that will not pledge himself to carry out the commission and to bring about the reforms that are needed in this state. Make this organization not a temporary one for righting the wrongs we now have, but make it a permanent one, to be always in the fight and always to be recognized. The first time we come to Topeka organized and in a body strong enough to command respect, then and then only will be given to us that which we demand. It will be acquiesced in as if it were a thing that had always been contemplated.

In the discussion to which this paper gave rise, Mr. Madden of Hays City said: "The banks of Kansas City are all right; they have got the deposits, but they haven't got the capital. The freight proposition is with us all the time and we are greatly handicapped. The railroads once claimed that we didn't furnish the business to warrant low rates, but they can't make that complaint now." Mr. Madden endorsed Attorney-General Jackson for the crusade of the last mentioned upon the Kansas "joints," but said he should "clap on the brakes and give us some new freight rates." The Association "should have a 'scrapping committee' to meet Prouty and 'scrap,' and show him what is right, if he doesn't know it. We are getting along and making money in spite of infamous conditions. What could we do if we had a square deal?"

"Reciprocal Demurrage as Recognized by the Courts" was the subject of an address by Edwin D. McKeever, a Topeka lawyer, former assistant United States district attorney for the Kansas district. Mr. McKeever appeared before the grain dealers with a stack of law books from which he quoted freely as need arose.

"I have been out of politics for some time," Mr. McKeever explained, "but I will give you a little confidential advice: If you have a senator or representative at Washington who can't protect your interests, instead of those of somebody else, who is in no way interested in Kansas and has no constituents here, see that you get those down there who will represent Kansas; that is, if there is anybody there now who doesn't. The chances are that long before this, emissaries have been sent all over your state and have picked out their men to run for the legislature as 'popular candidates'—men who are considered 'excellent gentlemen' at home and who will be 'safe and conservative' when it comes to voting for United States senator. This is how people are sent to Congress who misrepresent you—provided any do. The thing for you to do is to go home and visit every candidate and ascertain what he is going to do and put him on record. There is only one way to make sure of a voice in

the election of a United States senator and that is through your state senator or representative; and put him on record. After he gets to Topeka he will otherwise be likely to act as seems best to himself."

Getting down to his theme, Mr. McKeever called attention to the peculiar fact that the Southern people, from Oklahoma down, have taken an advanced position on the question of reciprocal demurrage. He said this is true of North Carolina, Oklahoma, Mississippi, Texas, Virginia and nearly all the states south of Mason and Dixon's line. Though not many states have passed reciprocal demurrage laws, these few are chiefly in the South. Mr. McKeever said that there had been one Kansas man who had made a strong fight in this direction—Carr W. Taylor, former attorney to the Kansas Railroad Commission. "I do know that he made a bold and noble fight and he ought to be there yet," Mr. McKeever declared.

Mr. McKeever then reviewed the story of the adoption of reciprocal demurrage in the various states, calling attention to the salient points in these laws and tracing their progress up to the Federal Supreme Court. He quoted authorities at great length and explained their status in Kansas and elsewhere. He said that the law had not been extensively invoked by the citizens of Kansas—but four cases had been filed under that law and those were under the old law, the railroads raising the same old question of interference with interstate commerce. In an attempt to secure the enforcement of the law for the reduction of the cost of telegraph service, Mr. McKeever and his client found themselves enjoined from bringing a multiplicity of suits for alleged interference with interstate commerce. "It is a habit of the courts to suspend the operation of a law until that law shall be found constitutional," the speaker said. He declared that the people of the state ought to demand absolute service in the enforcement of this law, from the state Board of Railroad Commissioners.

One chapter Mr. McKeever said remained yet unwritten in the history of this subject in Kansas, and this, he said, was in connection with the case of Patterson vs. The Missouri Pacific Railway Co. In that case is raised the point as to the time fixed for the delivery of cars. He said that the law is too vague. The action is pending in the Supreme Court of Kansas on appeal. Mr. McKeever hopes, however, that if the fight be kept up a law will be secured for Kansas which will be held valid both in the state and the U. S. Supreme Court.

The Association did not take up the discussion of Mr. McKeever's topic, but tendered him a vote of thanks for his effort.

The convention then considered the "green bug." A communication was read from former Congressman J. D. Bowersock of Lawrence upon this matter. Mr. Bowersock is now a miller. His communication described the early advent in certain sections of Kansas of this little pest. He told of the fight that had been made against the "green bug" last spring and early summer, commented upon its effectiveness, and then he suggested the appointment of a committee to call upon Governor Hoch and ask for an appropriation of about \$10,000 to be used in the fight against the pest.

A letter was read upon the same matter from R. C. Jackman, also of Lawrence. He advised the grain men and millers to be alive to the situation and to see to it that the special session of the legislature afforded relief for this need.

Then came a statement from S. J. Hunter, professor of entomology at the State University, Lawrence, and T. J. Headlee, professor of entomology, Kansas State Agricultural College, Manhattan, bearing upon the "green bug" status. This statement was dated Lawrence, January 13. This statement, to be brief, recited that so far as these entomologists knew, the "green bug" is present in two counties of Kansas and in destructive numbers in one field in each of those counties. The pest has killed the wheat in spots, in those fields. It exists scatteringly in other counties of the state. Then the statement said:

"The outcome cannot be predicted. (1) We do

not know conditions over the whole state. (2) This being its first appearance in Kansas, no historical data exist upon which to base an opinion. (3) Climatic influences, over which man has no control, exert an important part in hastening the rapid development and consequent spread of this insect. We do, however, know that the serious outbreak of last spring had its origin under weather conditions favorable to the pests, in a comparatively small area of infection, and we feel that in Kansas there is a possibility of serious damage to wheat and oats next season."

This statement closed with a promise of co-operation with the grain men wherever it were possible.

The upshot of this matter was that a committee consisting of State Senator B. F. Blaker, Pleasanton; F. B. Bonebrake, Osage City, and W. S. Washer, Atchison, was appointed to wait upon the Governor in the interests of a recommendation to the legislature of a \$10,000 appropriation for the fight on the "green bug." This action, however, was not taken until late in the day preceding that on which the special session of the legislature was to assemble. Governor Hoch already had prepared his message to that body, and, therefore, could not embody the recommendation of the grain men in his statement to that branch of the state government. It is altogether unlikely that there will be any state relief in this direction other than about what has been extended heretofore.

Following up the "green bug" discussion farther, at the last session on Wednesday afternoon, Prof. Hunter of the State University gave an address upon the "bug." He began with the history of the little pest in this country, about 25 years ago, in Maryland. He told of the appearance of the insect in the wheat fields of southern Kansas last spring, and of the hasty efforts to combat it. He showed that the use of the parasitic enemy of the "green bug" had been successful, the work being only hindered by the lack of more funds. However, individuals over the state, including a number of grain men and millers, had contributed in a patriotic way to this purpose. Students of his department in the University gave of their time freely for this work, and the railroad, express and telephone companies gave free service to the entomologists engaged in this battle. Professor Hunter illustrated his talk with a number of maps of the state arranged each for a particular purpose in showing clearly the battle that had been conducted against this enemy of the wheat.

Professor Hunter was given a vote of thanks for his address.

C. A. Smith, Wellsville, spoke in a brief way upon the subject of "Contracts." He urged that contracts with farmers be made just as definite as possible. He said that nearly all the troubles which had arisen for the committee on arbitration, of which he was a member, to consider, had come from a lack of definite understanding.

Mr. Bennett of Topeka, chairman of the arbitration committee, then reported that only seven cases during the closing year had come before the committee for adjustment. Of these he said there were no appeals. He said that every one seemed to have arisen as a result of the carelessness of the parties interested. He said that the work of the committee had run from six to eight cases a year for several years.

The committee on resolutions then reported. This report embodied a resolution providing for uniform grading and inspection of grain. After the committee had reported, Mr. Work, the chairman, moved adoption of the report. A. H. Bennett of Topeka; directors, northwestern section, J. C. Robb, inspection. After a discussion, led by Secretary Smiley, in which he reiterated the desirability of getting the matter out of state politics, the substitute offered by Mr. Bennett favoring Federal inspection of grain was adopted.

The resolutions as adopted were as follows:

Resolved, That we deem political conditions in Kansas at this time to be in a state that necessarily forces us to take a hand in politics, with the aim in view of protecting and promoting the

rights and interests of ourselves and our customers, the farmers and grain producers of Kansas; therefore be it

Resolved, That the Secretary is hereby instructed to take up the matter, by correspondence with the members, with the object of getting as many grain men [as possible] on the delegations to the state conventions, and that the president appoint a committee of three as advisory and consulting.

Whereas, We, the grain dealers of Kansas, believing that the best interests of the producer, the handlers of grain and manufacturers of grain products will be conserved by the establishment and maintenance of grades in all the markets of this country; and to the end that such classification and grades should become staple as the currency of the country, be it

Resolved, That we favor Federal inspection of grain; and that the same may be properly and effectively established and maintained, we favor such legislation, with only such modifications as will be necessary to accomplish the purpose indicated. Be it further

Resolved, That the Secretary of the Association be instructed to forward copies of this resolution to the President of the United States, to the Honorable the Secretary of Agriculture, Senator McCumber and to the Hon. J. E. Watson, member of Congress, who introduced the measure now pending in Congress, and to each of the honorable Senators and Members of Congress from this state.

Whereas, The millers and grain men of Topeka have entertained us royally and well, and whereas, the banquet given us last night was a mental as well as a physical treat; therefore be it

Resolved, That we tender them our sincere and heartfelt thanks and express to them our appreciation.

Whereas, Our president is confined to his bed with illness and is unable to attend and preside at our annual meeting; therefore be it

Resolved, That we express to him our sympathy and the wish and prayer for his speedy recovery.

Whereas, The rate on grain and grain products for export from Kansas local points to tidewater is 25 to 31 cents per hundred pounds, and from points in Illinois, Indiana and Ohio, the rate is about 10 cents per hundred pounds for hauls of equal distance; therefore be it

Resolved, That the president of this Association appoint a committee of three, which shall be permanent, and whose duty it shall be to inquire into the rate situation and to take such steps as may be deemed necessary in their wisdom to secure a lowering and a fair readjustment of these rates; authorizing them to go before the Legislature, the Governor of the state or to the Attorney-General of the state or any other officers for the purpose of securing their aid and assistance in order to bring about the ultimate result of equalizing the rate, so that all grain and grain products can be removed from any other part of the United States for the same service performed.

Whereas, Notwithstanding repeated efforts of grain men and producers in the state of Kansas to bring about the establishment of a grade of Turkey wheat and such request has not yet been complied with; therefore be it

Resolved, That we, the members of the Kansas Grain Dealers' Association, assembled in annual convention, do respectfully request and petition the Governor and each member of the state Grain Commission to establish and put into effect a grade of this kind, forthwith.

Whereas, The rail carriers of this country now publish and collect freight charges in defiance of the Interstate Commerce Commission's decision that they are unreasonable and unjust; therefore be it

Resolved, That we petition every Kansas representative in Congress to work for the enactment of an amendment to the interstate commerce law, which shall provide that no proposed change in rates of freight charges shall be enforced until it has been published 30 days, and not then if any shipper or shippers see fit to protest to the Interstate Commerce Commission; that on the new rate protested, the commission shall grant a hearing to all parties at interest, and that such rate shall not be put in force unless the Interstate Commerce Commission, after such hearing, decides it to be fair and reasonable.

All committee reports then were approved.

The annual election of officers then was held, there being but one nomination for each position and every officer being elected under suspension of the rules, by acclamation. The result was as follows:

President, R. E. Cox, Elsmore; vice-president, Joseph Latshaw, Wilson; secretary, E. J. Smiley,

Topeka; directors, Northwestern section, E. F. Madden, Hays City; Southwestern section, J. C. Robb, Wichita; southeastern section, Perry N. Allen, Coffeyville, and northeastern section S. I. Thompson, Holton.

Then the Association adjourned, in time for those who desired to join a party going to Kansas City. As a result of this, the Union Pacific Railroad carried a special coach for fifty of the grain men from Topeka to Kansas City on Wednesday evening. This party attended the Grand Theater, Kansas City, in a body, that night.

NOTES TO THE TOPEKA CONVENTION.

Several Association members were accompanied to Topeka by their wives and daughters.

In the lobby of the Hotel Throop, where the convention was held, the Avery Scale Co., Kansas City, Mo., had one of its weighing machines in operation.

Names of those present: H. Work, Ellsworth; W. M. Lewis, Grainfield; F. A. Derby, Sabetha; A. L. Williamson, Clay Center; W. M. Sloan, Kansas City; J. L. Wilkin, Bigelow; C. Lawrence Deek, Abbyville; F. D. Earhart, Partridge; H. M. Lloyd, W. P. Lloyd, Sterling; E. N. Bailey, Belvidere; A. A. Bradley, Harlan; E. F. Madden, Hays City; Gordon E. Heald, Centralia; S. J. Thompson, Holton; G. W. Craven, Summerfield; Frank Thomann, H. L. Tankersley, Deercreek; A. G. Dickinson, Humboldt; W. A. Kalbfusch, Harlan; H. M. Walton, Coffeyville; C. A. Smith, Wellsville; F. E. Lugton, Kansas City; Ben P. Ordway and A. S. Purves, Davenport, Iowa, with Avery Scale Co.; J. N. Lynch, Hoisington; W. C. Goffe, Kansas City; John McClune, Hoyt; E. P. Mowrer, Lost Springs; F. L. Ferguson, Kansas City; Charles E. Watkins, Kansas City; J. C. Bradley, Rossville; Fred C. Dyenock, Wichita; Brinkley Evans, Kansas City; C. E. Waldron, Kansas City; D. F. Pinzzex, Kansas City; I. E. Gall, Topeka; W. F. Logan, Topeka; H. G. Miller, Kansas City; L. A. Fuller, Kansas City; John R. Mentzer, superintendent weights, Kansas City; E. L. Betton, Kansas City; Thomas Lockhart, Niles; A. D. Blanchard, Topeka; Boyd Marshall, Whiting; E. B. Hedge, Whiting; C. H. Redmon, Overbrook; R. E. Cox, Elsmore; H. F. Probst, Arkansas City; M. S. Graham, Zurich; E. M. Jolley, Topeka; C. E. Sheldon and wife, Everest; J. S. Carkener, Kansas City; H. W. Wickham, Salina; A. Logan, Kansas City; J. J. Comer, Willis; J. B. Nicholson, Topeka Milling Co.; F. B. Bonebrake, Osage City Milling Co.; J. J. Brown, Topeka; W. H. Fluke, Gardiner; R. A. Brack, Erie; M. W. Cardwell, Perry; J. T. Snodgrass, Kansas City; Clarence Taylor, Pearl; Harvey Reed, Missouri; E. M. Flickinger, Wichita; C. C. Smith, Conway Springs; E. H. Geimer, Bern; Professor Hunter, Lawrence; J. Latshaw, Wilson; Fordyce B. Logan, Kansas City, Mo.; Perry N. Allen, Coffeyville; A. H. Bennett, Topeka; I. A. Pribble, Salina; Secretary Smiley, Topeka.

At the late annual meeting of the Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., Will E. Johnson was re-elected president and F. D. Babcock secretary. The association has \$7,000,000 in risks. It is making preparations to do business in Minnesota, beginning next spring.

On January 19, about 5:30 p. m., a bomb was exploded in the five-story office building of Sidman McHie and caused excitement in Hammond, Ill. No great damage was done to the structure, a hole two feet wide being torn in the wall on the fifth floor. The building is the finest office building in Hammond and is occupied in part by the Lake County Daily Times, of which McHie is the owner, and by the Hammond Board of Trade (bucket-shop). McHie owns, with his brother, R. H. McHie of Hammond, a grain elevator at Hammond. When spoken to he said he had "not the remotest idea in the world who had caused it or why." The explosion seemed to have been carefully planned to make the greatest possible noise and to show plainly at whom it was aimed and yet do as little damage as possible to property and to life.

BAUER-SCHWEITZER HOP AND MALT CO.'S PLANT.

The building of accompanying picture is said to house the largest pneumatic malting plant west of Chicago. It is located at San Francisco, Cal., and is owned by the Bauer-Schweitzer Hop & Malt Company. Twice the company has suffered the loss of its premises by fire and the present buildings were completed on January 1 of this year. They are on the old site, 530 to 550 Chestnut street, with a frontage of 150 feet and a depth of 300 feet.

The buildings are constructed of heavy steel and reinforced concrete, and are fireproof. The window frames and doors are of metal and the windows are heavy plateglass, interwoven with wire netting. All of the machinery, including elevators and separators, are of iron. The floors are of concrete with a network of iron stringers and tile flooring.

The malt is conveyed by steel elevators into eight large steel storage tanks, each 30 feet in

of mixed wheat, 2,206 cars of special bin, and 33,028 cars of durum wheat.

The total receipts from all sources during the year were \$249,895.55, the disbursements during the same period were \$256,644.38, resulting in a net loss for the crop year of \$6,748.83. The surplus from the preceding year was \$49,300.36, leaving a balance on hand August 31, 1907, of \$42,551.53.

Reinspections and Appeals.—Out of a total of 276,944 carloads of grain inspected "on arrival" and "out of store," 57,394 carloads were held out for reinspection with the following result: In 33,429 cases the original grade and dockage were confirmed; grades were raised in 14,735 cases and lowered in 2,038 cases, and in 7,192 cases the dockage was changed.

Appeals to the grain inspection boards (Appeal Board) were made in 33,036 cases, in 21,453 of which the decisions of the chief deputies were confirmed and in 11,583 cases changed.

Bad Order Cars.—The number of cars received



A CALIFORNIA HOP AND MALT PLANT.

diameter by 65 feet in length, with a capacity of over 300,000 bushels of malt. A complete electric plant furnishes the power. All the elevators and conveying machinery were furnished by the Weller Manufacturing Company of Chicago.

INSPECTION IN MINNESOTA.

Advance sheets have been received of the annual report of F. W. Eva, chief inspector of the Grain Inspection Department of the state of Minnesota. The report covers the operations of the Department for the year ended August 31, 1907, crop year of 1906. During that period, the Department inspected at Minneapolis, Duluth, St. Paul, St. Cloud, New Prague, Sleepy Eye and Montgomery 223,873 carloads of grain, divided as follows: Spring and winter wheat, 149,303 carloads; corn, 5,687; oats, 16,683; rye, 3,136; barley, 19,529; flaxseed, 29,535.

There was inspected "out of store" for the same period: Spring and winter wheat, 38,642 carloads and 51,078,572 bushels into vessels; coarse grain (corn, oats, rye and barley), 11,331 carloads and 13,904,378 bushels into vessels; flaxseed, 3,095 carloads and 20,676,549 bushels into vessels; a total "out inspection" of all kinds of grain of 53,071 carloads and 85,659,499 bushels into vessels.

Compared with the previous year, there was a deficiency in 1906-07 of 11,549 cars, consisting of oats (9,594), barley (4,440) and flaxseed (1,420).

Of the 149,303 carloads of wheat received during the year, 12,624 cars contained winter wheat, 175 cars of Western white and red wheat, and 99,510 cars of Northern spring wheat, 1,760 cars

at the terminal points and found in what may be termed "bad order" were 15,399, out of a total of 223,873 cars; of these 6,817 cars were without seals; 958 with seals broken; 1,331 open end and side doors; 1,839 leaky grain doors; 493 leaky ends, sides and bottoms; 2,172 with no fastenings; 1,505 were poorly fastened, and 284 with no doors.

Dockages.—Of the 134,298 carloads of spring wheat inspected "on arrival" at the several terminal points during the year, 6,525 carloads were docked one-half pound per bushel; 29,146 one pound; 28,079 one and one-half pounds; 25,634 two pounds; 13,306 two and one-half pounds; 12,889 three pounds; 18,133 over three and at an average of four pounds, and 586 without any dockage. The net average dockage was 32.2 ounces per bushel, as against 27.9 ounces the previous year.

The Hay and Straw Inspection and Weighing Department, for the same period, handled 7,411 cars inspected and 5,588 cars weighed.

The Missouri Railroad Commission recently paid Fred H. Tedford, whom they removed without notice about a year ago, \$2,008.33 salary due him from January 8 to November 1, 1907. The Supreme Court ruled that his removal was unlawful until his time expired, October 30, 1907.

A Colorado farmer, living near Center, 12 miles from Monte Vista, recently sent a report to the passenger department of the Denver & Rio Grande railroad, regarding his crop of White Russian oats. These oats ran 85 bushels to the acre, on 160 acres of land, a crop record that probably would be hard to beat in any part of the country. The oats are full weight and very fine from every standpoint.

GOLD MEDALS FOR FEED MILLS.

The N. P. Bowsher Company, South Bend, Ind., have four gold medals in a neat plush frame hanging in their office where all who come may see. It is quite the common thing to smile at the fellow who pins medals on himself; but, after all, if he has acquired the right to do it, and has enough medals, the reasons why may be worth at least a passing notice.

At first glance, looking at gold medals is just about as interesting as examining some of those twenty-dollar gold pieces which may happen not to belong to you, which trust not in God nor man either, so far as recorded, and which display the



GOLD MEDALS AWARDED THE BOWSHER FEED MILLS.

eagle in his flight as suggestive of how swiftly and easily they will get away from you. What you need is to have the reason for the ideas of the designer explained in order to fully appreciate the beauty of the design. Despite the fact that the fellow who does not get them pooh-poohs the idea that medals represent anything, the public in its sober moments thinks differently.

The Bowsher company write us, these gold medals were awarded them at Chicago in 1893, Atlanta in 1895, Omaha in 1898, and St. Louis in 1904, for the best exclusive display of feed mills made at those expositions.

Medals do not come without effort; and continued and intelligent effort is needed to keep pace with the times and secure these awards against the world four times in succession. Not every wind that blows has caused the Bowsher company to change their design or their sterling methods of doing business; no great boom has ever swamped their factory; but they have grown steadily in all departments and stuck to the paths of conservative optimism with both feet.

Their line of feed mills is complete. They have mills for all classes and for all purposes; for belt from two to twenty-five horsepower, and in sweep style for both two and four horses, either geared or plain. All these embody in their design those exclusive features of the Bowsher Mills which make them light-running, easily handled and dependable to operate at low cost. Their mills will even grind soft corn.

Circulars illustrating and describing the mills will be gladly sent free to all who address the N. P. Bowsher Company, South Bend, Ind.

Queensland is an importer of breadstuffs, but an exporter of maize, the growing of which is increasing in all parts of the coastal regions. According to the last official returns, 3,703,271 bushels were harvested, a very large increase over the previous year. The average yield per acre over the whole colony was 26.49 bushels, some districts going up to 30 and 35 bushels. Maize grows equally well on the tableland of the south, and the rich alluvial areas of the "rainy

belt" of the tropical north. Attempts have been made in Queensland to use maize for household purposes, but the colonists, who are great meat eaters, would have nothing to do with it in this connection, but they are growing it in such great quantities that it will soon be necessary to provide an over-sea outlet for the purpose.—Corn Trade News.

INSPECTION IN MICHIGAN.

At a meeting of the Michigan Millers' State Association, held at Lansing on January 21 and 22. Wm. S. Rowe of Grand Rapids, chairman of the committee appointed at last summer's meeting on

grading and inspection for Michigan, made a report on the matter of the grading of grain for and by the Millers' State Association of the state of Michigan. The proceedings of the committee meeting were as follows:

Mr. Robert Henkle made a motion that the Detroit Board of Trade rules for grading of wheat, corn, oats and rye be adopted. The motion was supported by Mr. Hamilton and carried by unanimous vote.

Testing of grain shall be as follows; Wheat, rye, oats and corn shall be tested by the kettle being placed where it cannot be jarred or shaken. From scoop held two inches from the top of kettle pour into the middle of kettle at a moderate speed, until running over; strike off in a zigzag manner with edge of beam held horizontally. Where a more accurate test is desired, it is suggested that a testing outfit be bought, consisting of testing kettle, together with funnel and standard, such as illustrated in E. & T. Fairbanks' Catalogue 506, page 356, known as the Cornometer No. 3070, price of which is \$26, less 25 per cent.

Plugged, Loaded or Scoured Grain.—The chief grain inspector, miller and all persons under his direction shall, in no case, make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been plugged or otherwise improperly loaded for the purpose of deception. Wheat which has been subjected to scouring or to some process equivalent thereto shall not be graded higher than No. 3.

Mr. Robert Henkle moved that the chairman of the arbitration committee, Mr. Rowe, be appointed chief grain inspector and empowered to appoint in the various milling and grain centers, deputy grain inspectors who shall be placed under oath to sample cars of grain under the following rules. This motion was supported by Mr. Hamilton and was carried unanimously.

Rules for sampling grain:

No. 1. Deputy grain inspectors shall sample cars of grain with the standard sampler tube, obtaining an average sample throughout the car.

No. 2. Two such samples, consisting of at least two quarts each, shall be taken from each car, one sample to be retained by the deputy, properly labeled and filed, the other to be sealed and forwarded to the chief grain inspector, providing the grain is of a lower grade than was contracted.

No. 3. Inspectors shall make their reasons for grading grain, when necessary, fully known by notation in their books. Weight alone shall not determine the grade.

No. 4. Inspectors shall grade all grain received according to the average of the car, but in no case where any car has evidently been plugged, mixed or doctored for purposes of deception, shall the inspector grade the same until he has reported such car to the inspection arbitration committee, together with sample from said car, and obtained their orders through the secretary in writing.

No. 5. Inspectors shall keep their records of in-

spection inwards on books with numbered pages and shall any pages be destroyed by accident, the inspector must make an explanation by notation on the next following page. When the book is filled it must be filed immediately with the secretary, who will properly label and place it on file for future reference.

No. 6. Certificates of inspection outward will also be furnished by the secretary. All certificates will be numbered consecutively and the stubs must account for every certificate issued. These books must also, as soon as filled, be deposited with the secretary.

No. 7. Inspectors are and will be required to make themselves familiar with all the rules of the inspection board, relative to their duties, and any additional rule or rules, together with such amendments that may be hereafter necessary, will be communicated to them through the secretary.

No. 8. All claims between millers of our association and grain dealers submitted to this committee shall be acted upon promptly. A fee of one dollar shall accompany each complaint filed with the committee. The committee shall receive for their compensation one-half of the fees, the balance of the fees becoming the property of the Michigan Millers' Association, the losing contestant paying the necessary expenses of the committee. The committee shall meet at the call of the chairman.

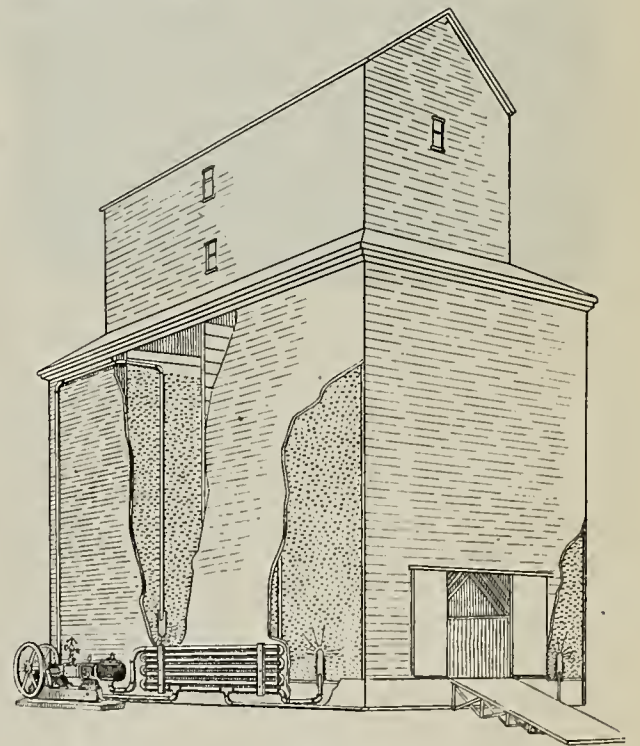
An appeal from the committee's decision may be made by either contestant to the board of directors of the Michigan Millers' Association upon the payment of ten dollars to the association.

The report of the committee was adopted.

JOHNSON'S GRAIN RENOVATOR AND DRYER.

The problem of keeping grain sweet and cool is one that confronts all grain handlers, the country shipper as well as the owner of the large terminal or storage elevator. It has long been recognized that air is one of the essentials in keeping grain in condition, and the rehandling of grain, so that it can be subjected to the purifying action of the atmosphere, is one of the commonest practices in the grain business.

The system illustrated herewith, Johnson's Grain Renovator and Dryer, is a pneumatic process for cooling and drying grain, and is simply



JOHNSON'S GRAIN RENOVATOR AND DRYER.

the application of the well-known principles of air purification.

The cut plainly shows the features of the system, so that little explanation is necessary. A compressor is attached to the steam or gasoline engine and compresses the air, which is piped to various portions of the storage house and there liberated. Cold, dry air is pumped through the grain at the rate of from 29 to 109 cubic feet per minute and dries, cleanses and purifies the grain.

It is stated that the Renovator may be installed in any elevator, corn crib, oat or wheat bin, car, boat or other grain receptacle, and will positively keep all grain therein cool and dry. It is warranted to change the condition of grain from lower to higher grades and will expel heat, moisture and vermin. It will cool damp corn and

make it grade, and will keep grain in condition for Southern markets twelve months in the year.

By an attachment which can be furnished with the Renovator elevators can be cleaned from roof to basement. This attachment can also be used for cleaning cars.

The Renovator can be placed either in the basement, engine room or driveway, or outside the elevator, and will not increase insurance. It is not expensive and it is claimed that the system will more than save its cost in renovating ten to twelve cars of grain. Johnson's Grain Renovator and Dryer is manufactured, sold and installed anywhere in the United States by E. G. Isch & Co., Peoria, Ill., who will gladly send full particulars upon application.

DEATH OF H. C. MOWRY.

In the death of Henry C. Mowry, a charter member of the Illinois Grain Dealers' Association



THE LATE HENRY C. MOWRY.

and one of its earliest presidents and its secretary for many years, the grain trade of Illinois has lost one of its most useful friends and respected members, while the Association will mourn the loss from its ranks of a man who has been responsible to a considerable extent for the upbuilding and perfection of its organization. Mr. Mowry died at his home in Forsyth on the evening of February 10, in his seventy-sixth year, over half of his life having been spent in the grain business.

Mr. Mowry was a native of Rhode Island, where, at an early age, he became an employe of a cotton factory, in which he remained for a number of years. With the first call to arms by President Lincoln in 1861 he entered the Union Army and served his country with a lover's fidelity. He quitted the soldier's life to enter the railway mail service.

His debut into the grain business occurred in 1867, when he moved to Forsyth, Ill., to take charge of the business of Dexter Clark, in which he owned an interest. About two years later Mr. Clark's interests were acquired by Day, Sprague & Co. of Providence, R. I., the largest grain firm then in the New England states, and Mr. Mowry was asked to become general western agent for that firm. Success crowned his efforts for several years, and when the Eastern firm was divided in 1876, Mr. Mowry chose to remain with the Day side, which became Day, Sons & Co. With the death of Daniel E. Day, the senior member, the business was closed out in Illinois.

By this time Mr. Mowry had established a large acquaintance in the state, and he decided to enter business for himself; and since that time he has conducted a successful grain business.

During the past three or four years, although he has continued to take the same deep interest in the grain trade that he always did, he felt that he had arrived at that period of life when one does not care to exert himself as in years gone by, and consequently his activeness was not so marked as in the early days of the Illinois Grain Dealers' Association.

Members of the organization will recall that in those days he was an indefatigable worker as a charter member and subsequently as its secretary and president. When, in 1897, the present organization began to assume definite form and purpose, he was selected to visit the regular dealers of Illinois to explain the work and aims of the Association, Mr. Mowry carried the interests of the trade and the Association in his heart and, of course, won for the Association so many new supporters that its character was radically changed and its future established. Among all his wide circle of acquaintances it is doubtful if there is one person who ever bore him ill will.

Mr. Mowry is survived by his wife and one son, Dr. Albert E. Mowry of Chicago. The funeral was largely attended by friends and relatives, and the remains were taken to Decatur for burial.

ATTACK ON WINNIPEG EXCHANGE.

The vaporings of the Manitoba Grain Growers' Association have fructified in the form of a bill before the Manitoba Parliament to amend the charter of the Winnipeg Grain Exchange in order practically to destroy its character as a self-governing association of grain traders, and to throw its membership open to anyone willing to pay nominal dues. The proposed amendments are as follows:

Section 2 of said Act is amended by adding thereto this clause:

"Provided, that all by-laws, rules and regulations passed, amended and repealed shall be of no force or effect until published in the Manitoba Gazette and a daily and weekly paper in the city of Winnipeg, and, after such publication, approved by the prothonotary of the Court of the King's Bench, Manitoba."

Section 6 is repealed and the following substituted therefor:

(a) "The said exchange shall admit as members to all its privileges, including the right of voting, such reputable persons, firms or corporations as make application therefor; provided, that any person (etc.) who is refused membership on the grounds of not being a reputable person (etc.) shall have the right to appeal from such refusal to a judge of the court of king's bench, whose duty it shall be to hear the evidence and dispose of such appeal."

(b) "Any person (etc.) who shall be expelled or suspended by the said exchange shall, within 20 days, have the right to appeal from such expulsion or suspension to a judge of the court of king's bench; and such suspension or expulsion shall not take effect unless nor until sustained by such appeal."

(c) "Every member of said exchange shall be entitled and is hereby empowered to delegate the right to trade in the trading room of said exchange, on his behalf, to any reputable agent, officer or employe."

Section 11 is amended by adding thereto:

"The exchange shall produce for inspection and examination by the minister of agriculture, or by any appointee of his for that purpose, between July 1 and August 31 of each year all the books, records and papers of said exchange."

The following section is added to the act:

"No restriction by by-law, resolution or otherwise shall be imposed by the exchange on members in respect to price to be paid or received, or the amount of commission to be paid or charged, or as to agreement to be entered into * * * nor as to terms of such agreements."

"The said exchange shall provide ample facilities for the public during trading hours in the trading room; the members of the public may be enabled to overlook the trading room and see

what is going on therein, and the price posted from time to time, and the board shall be placed in view of the public so attending."

ANNUAL RECEIPTS.

The following additions may be made to the reports of yearly receipts and shipments printed in the January number, the present figures having arrived too late for insertion at that time:

GALVESTON.—Reported by C. McD. Robinson, chief inspector of the Galveston Cotton Exchange and Board of trade.

Articles.	1907.	1906.	1907.	1906.
Wheat, bu.....	10,821,017	12,947,338	9,049,066	10,844,476
Corn, bu.....	5,990,314	7,455,021	5,269,426	8,111,896
Oats, bu.....		56,290		50,860
Barley, bu.....		134,995		201,450
Flour, bbls.....	384,393	419,474	354,391	405,197

MINNEAPOLIS.—Reported by John G. McHugh, secretary of the Chamber of Commerce.

Articles.	1907.	1906.	1907.	1906.
Wheat, bu.....	86,030,990	80,694,580	20,343,590	20,332,970
Corn, bu.....	6,151,560	3,939,640	3,809,900	2,364,980
Oats, bu.....	19,765,010	23,293,770	19,836,120	23,925,360
Barley, bu.....	20,023,820	10,642,050	16,621,960	10,697,180
Rye, bu.....	1,940,310	1,624,520	1,752,870	1,436,210
Flax Seed, bu.....	10,387,350	10,209,060	5,003,210	6,166,560
Hay, tons.....	33,442	28,326	2,300	1,100
Flour, bbls.....	240,610	246,154	14,082,946	14,898,348

CHAS. E. FLORA.

The Central States, and more especially Indiana, are dotted with four hundred or more grain elevators constructed by the Reliance Construction Company, of Indianapolis. These elevators, the types of modern construction and the latest methods of handling grain, were designed chiefly by Chas. E. Flora, whose picture is shown our readers in the halftone accompanying this sketch.

Mr. Flora was born in 1868 at Flora, Ind., and started in the grain elevator building business in 1893 with B. S. Constant Company at Bloomington, Ill. He remained with that firm until 1899, when he removed to Indianapolis and associated himself with L. J. McMillin, under the name of the



CHAS. E. FLORA.

Reliance Construction Company. The firm has been very successful; and in connection with their grain elevator building business have placed on the market the Reliance Automatic Dump Controller, which has proven a very serviceable and well-nigh indispensable device in grain elevator equipments.

The oat crop is the largest grain crop raised this season. Occasionally the corn crop exceeds it, but not generally. Oat crop of the world is 3,711,000,000 bushels, against 3,648,000,000 last season; 3,442,000,000 two years ago, and 3,556,000,000 three years ago. United States leads, but Russia raises almost as much. Germany comes third, raising two-thirds as much as our country. France, Austria-Hungary, United Kingdom and Canada are the only other important oat producers, in the order named.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WILL ENLARGE PREMISES.

Editor American Elevator and Grain Trade:—I have purchased the Newton machine shop at Jerseyville and will remodel it and put in corn and feed grinding machinery. I will also open up a wholesale and retail flour and feed house in the building.

Yours truly, W. H. COULTHARD.
Jerseyville, Ill.

KANSAS GREEN BUG.

Editor American Elevator and Grain Trade:—Unexpectedly the State Senate, at the extraordinary session, took up the "green bug" appropriation matter, as requested by the Kansas Dealers' Association, and passed a bill appropriating \$5,000 to aid in its suppression. It was then sent to the House, which on the last day of the session killed the bill, it having failed to pass by three votes.

Yours truly, S. L.
Topeka.

WITHDRAWAL OF FIRM MEMBER.

Editor American Elevator and Grain Trade:—As our subscription will soon expire, and as the writer wishes to take it the coming season, I enclose a one-dollar bill.

I might add that F. C. Bartlett has withdrawn from the firm of Shepard & Bartlett, and the business is now conducted by E. F. Shepard. Mr. Bartlett did not like the business; for many times when we had feed sold, and the price went up, sellers would not let it come forward, and he got disgusted.

Very truly yours, E. F. SHEPARD.
Chagrin Falls, O.

CHANGE OF FIRM NAME.

Editor American Elevator and Grain Trade:—I beg to announce that I have succeeded the late George W. Eckert in the wholesale grain and hay business. I was associated with Mr. Eckert for the past twenty-four years, the past twelve years as a special partner. By conducting the business along the same conservative lines that have characterized that of the old firm I hope to merit the confidence of the trade, both East and West.

As the surviving partner I will also liquidate the affairs of the old firm.

Respectfully yours, ED. S. SHERER.
Allentown, Pa.

A MICHIGAN BEAN PLANT.

Editor American Elevator and Grain Trade:—Since moving to our present new location, where we have a block frontage, and in the rear a block of Pere Marquette siding, we have fully established a bean plant. We have only thirty-five pickers, but our competitors say we have the finest and lightest bean room in this section of the state.

We are now buying all kinds of grain, also hay and straw, and ship in carloads, when there is anything in it. We are also enjoying an elegant wholesale and retail trade locally. We solicit bean and hay bids especially.

If any brother subscriber should ask what kind of a bean-picking machine to buy, tell him we put in the Clipper, made by A. T. Ferrell & Co. of Saginaw. The girls are well satisfied to stay and it is a clean machine—gives good satisfaction.

Very truly yours,

JELLIS, STONE & CO.,

Flint, Mich.

J. L. J.

JOHN MUNDT & SON.

Our picture is of an elevator located in Mitchell County, one of the northern tier of Iowa counties. Some people think that crops that go to the elevators are uncertain up there, but evidently Mundt & Son of Toeterville do not think so, seeing that to a very good elevator, 24x40 ft. in size and 26 ft. high, they recently added a cribbed addition 24x24 ft. and 44 ft. high in order to handle their trade to their satisfaction.

This new house has one elevator stand with 12x6-in. cups, under belt drive from an 8-h.p. gasoline engine. There is also a Howe Wagon Scale and dump; outside scale for coal, potatoes and corn, etc.; Fairbanks Hopper Scale, Clipper Cleaner and Sconey Man Lift. Grain is spouted to the old house and drawn back through 40 feet of 9-in. conveyor. Cars are loaded by gravity.

The house, it will be seen, is complete in every respect, compact, modern and a labor saver—a

Crosse, Wis., recently, charged with stealing grain from cars on the Milwaukee & St. Paul Railway. The boys ranged in age from nine to sixteen years and it was said their offenses had continued over quite a period of time. Two of them were sentenced to the Industrial School at Waukesha, one was discharged, and the cases of the seventeen others were taken under advisement.

A farmer and the agent of a firm of grain buyers at Harvey, N. D., were recently arrested on a charge of embezzlement and obtaining money under false pretenses. It is charged that the buyer had arrangements with certain farmers by which they brought in small loads of grain and received checks for large ones. In this way checks were issued for 4,000 bushels of grain which never was received by the company. The farmer under arrest is one of the wealthiest farmers in the county and has borne a good reputation. The buyer had been let out previously by



JOHN MUNDT & SON'S ELEVATOR AT TOETERVILLE, IOWA.

credit to the builder, L. O. Hickok of Minneapolis. The storage capacity is 40,000 bushels.

Messrs. Mundt & Son handle live stock as well as grain and other products of the farm, and are rated as one of the substantial and popular firms of northern Iowa.

STEALING GRAIN.

Grain seems to have a fascination for petty thieves; and from various parts of the country come reports of their operations. At Clinton, Iowa, twelve local employees of the C. & N.-W. R. R. Co. were arrested in January, who were accused of stealing grain from cars in the yards by tapping them from the bottom and by prying loose an unfastened board on the end or side. About 50 bushels of the plunder were found on an unoccupied farm.

On December 30, at Chicago, three boys were arrested who had robbed a car containing grain, on the tracks of the Lake Shore Railway, at South Chicago. The cases came up for trial before Judge Gertin and were continued until January 11. In the meantime confessions were gotten from the boys as to the names of the parties to whom they had been selling grain, and warrants were sworn out for the arrest of eight women and one man on the charge of buying stolen grain from these boys. They also were tried by Judge Gertin and all were fined.

On January 10 three boys, aged from 13 to 17 years, were arrested at Buffalo, N. Y., charged with robbing grain cars in East Buffalo, and selling the corn and oats in the neighborhood. The specific charge on which they were taken into custody was for stealing eleven bags of oats from an Erie car and selling the grain to John Powowski. The purchaser was also arrested.

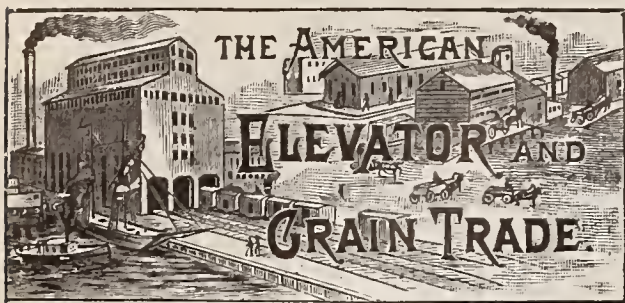
Twenty boys were up before a justice at La

another employer who suspected crookedness, but could obtain no proof of it.

OPTION LAW IN GERMANY.

According to a Berlin newspaper the new law relating to bourse operations, which is to be submitted to the Reichstag, will include the following reference to "option" dealings in grain and its products: Transactions for future delivery remain prohibited, except by farmers selling their own produce, and by merchants, brokers or corporations whose names are inscribed upon the bourse register and whose business is intended to represent the actual buying or selling of the article and not the payment of differences at any given period. Business between an authorized person and an unauthorized one is only valid when the former deposits a guaranty, and if the business is not carried through the deposit is lost.

Including flour reduced to bushels, Chicago received in 1907 307,246,141 bushels of grain; or, omitting Sundays and holidays, practically 1,000,000 bushels per day. This movement gives employment to thousands of railway men and hundreds of inspectors and weighmen; furnishes tonnage for hundreds of steamships on the lakes and ocean, and is the basis for millions of domestic and foreign exchange as it passes through the crucible of commerce in its conversion from pounds avoirdupois to pounds sterling. The source of the nation's wealth; and yet how little it is noticed in press reports, as compared with the ephemeral dealings of this or that trader who neither adds to nor subtracts from the great current of legitimate trade that flows from the farms to the cities and the sea. The shadow is too often heralded, the substance too little known or noticed.—Pope & Eckhardt Co., Chicago.



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A. J. MITCHELL.....Business ManagerSubscription Price, - - - \$1.00 per Year
English and Foreign Subscription, - 1.75 " "**ADVERTISING.**

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1908.

Official Paper of the Illinois Grain Dealers' Association.

AMENDING THE SHERMAN ACT

While the railroad men deprecate any attempt at further "rate law tinkering" by shippers, their own press continue more or less agitation for the repeal of the Sherman anti-trust act forbidding railway agreements or pools. If it be true, as the Commerce Commission declares, that the roads are obeying the provisions of the Hepburn act, then we have the authority of Mr. Stickney of the C. G. W. for saying that the "day of railroad wars has passed." Those phenomena were based on the secret cut, which it was hoped to punish by retaliation in kind; but "secret cutting of rates is now too dangerous to be attempted," Mr. Stickney adds; "and with the incentive for this practice gone, the origin of rate wars is done away with." Then why worry about the Sherman act?

Of course, the Sherman act is somewhat obsolete, as are all the state anti-trust acts based on that model, when applied to business associations and agreements. Rates at least will "equalize" themselves at competitive points, by the law of nature in defiance of statutory law; indeed, in pretty nearly all lines of trade, as far as casual observation goes, the chief usefulness of the anti-trust laws at this moment is to enable certain ambitious prosecuting attorneys and attorneys-general to make a good deal of political capital by a very mean sort of application of this remedy to a symptom that is an essentially false one, such as the present prosecution of the millers' trade associations in Kansas and Texas.

If, then, the Sherman act is to go, in order to give the railroad and other corporations and individuals engaged in interstate commerce greater freedom of concerted action, the state laws also of the same type should be abolished,

in order to prevent politically ambitious prosecutors from making capital by annoying legitimate tradesmen organized for mutual self-help and to conduct legitimate trade on legitimate lines.

DEFECTS OF THE BILLS.

The inspection bills before Congress are defended on the ground that if grain inspection were in the hands of the Government, inspectors would be under civil service rules and "politics" would be eliminated. Well, perhaps; but *per contra*, a rather sinister clause appears in the bill (Par. 7, p. 43, S. 116), to this effect:

In addition to this an inspector, if found incompetent, may be discharged or removed to another section of the country, where he might be competent.

But how would removal to another part of the country make an incompetent man competent? Why unload him somewhere else when he has proved incompetent some elsewhere? It could hardly improve matters to know that such a man were protected by civil service rules.

As has been said here before, the question of the mere personnel of the inspection is not the real objection to the matter of national inspection of grain; the real stumbling block is the inflexibility of all government functions of this nature; and in this business more particularly the difficulties of adjusting complaints and appeals with the rapidity necessary for the conduct of commerce and trade in grain would be insuperable. Then, too, there is the great additional expense (paid by the farmer) which the proposed system would entail. This inflexibility and this expense would increase as the system came into effect, because it would be but a short time—as Mr. Warner of Philadelphia said to the Senate committee on January 16—before it would require "50,000 to 75,000 inspectors" to carry out the intent, if not the provisions, of the bill. To wit, to establish an inspector wherever the farmer's grain should be marketed, which is what most farmers now expect will be done.

WHOSE FAULT IS IT?

Farmers are beginning to understand that new grain, shipped immediately after harvest, contains an excess of moisture and therefore is not sufficiently seasoned and in condition to go into storage through the winter. Some of them know also that uncleaned and damp grain cannot be safely marketed, even in winter, when the chance of a thaw is always a menace. Some of them know, too, that in the hurry of putting such grain through the country elevators early in the season the grain is not properly handled, so that a large part of it must necessarily pass into a lower grade than it would take if held until seasoned and properly cleaned at home.

Now, all the losses of this system do not by any means fall on the producer; but does the country dealer sufficiently impress on the farmer and appreciate himself the fact that if he and the farmer do handle grain in that

way they must expect to stand the losses that may appertain to the system? The farmer and the country elevator men calculate to get the stuff off their hands. It will then be up to the other fellow to take care of it. But just there the inspector steps in. His knowledge of grain and its keeping qualities based on its actual physical condition on arrival from the country may be safely estimated as superior to that of the farmer and of most shippers; and he has the rules to support him in protecting the receiver by officially declaring what is the real physical condition (grade) of the grain in question. If it is off-grade, whose fault is it? Not the inspector's.

Most of the friction about the inspections would be eliminated if—well, if farmers and shippers did not try to sell and deliver something they do not have to deliver.

DO THE "FARMERS WIN"?

One of the profound legal propositions projected by the farmers' elevator manager at Gowrie, Ia., was that stock in that company could not be transferred by the holder to another person; and so, when one Richard M. Funck bought four shares of the stock of the Farmers' Co-operative Elevator Company of Gowrie, Ia., the officials refused to make the transfer. Funck then brought suit to compel the transfer. As "co-operative" companies, so called, in Iowa are in no sense co-operative except as all stock companies, organized under the limited liability laws of that state, are "co-operative," it would be a gross invasion of private rights in property for a company to refuse to transfer its own stock from seller to buyer; so that the trial court at Fort Dodge was forced, rather against his will, apparently, to say among other things:

The courts of this state have held that stock in a corporation is personal property, which may be bought and sold, and that the sales between the parties are complete without a transfer upon the books of the corporation.

It is contended by the defendants that plaintiff has no right to have the stock transferred on the books of the company because he has an adequate remedy at law, viz., the right to recover the value of said stock. The exact question involved in this case has not been passed upon by the courts of this state. The courts of some states have held that an action of the character brought by plaintiff will not lie, but that the plaintiff is confined to his remedy of damages. It does not appear to the court, however, that such a view is in harmony with the current and modern decisions dealing with corporations. The better reasoned cases sustain the proposition that a purchaser of stock in a corporation becomes a stockholder and has a right to maintain his position as a stockholder regardless of his motive.

It is the belief of the court that the plaintiff in these cases has the absolute right to have the stock which he purchased transferred upon the books of the corporation. This view is sustained by the reasoning in case of *Hair vs. Burnell*, 106 Fed. Rep., 280.

But because Funck as a stockholder asked to examine the company's books in order to ascertain how the business was being managed, the court, on the testimony of the defendant company's managers, that Funck bought the stock for the sole purpose of making such examination for a malicious purpose and not in good faith, went outside the record to cast the imputation upon the plaintiff that he was trying to "satisfy an idle or vicious curiosity by meddling with the affairs of the company,"

and indeed calls him a "malicious meddler." Whereupon the secretary of the company dictated a telegram to the Associated Press to the effect that the trial resulted in a "rousing victory for the farmers—the farmers win."

This telegram did indeed announce a "victory"—at least for the said secretary, who did not care to exhibit his books to an unfriendly shareholder, and so successfully resisted the application therefor; but was it a "victory for the farmers"—his stockholders?

One may well express his doubt of the accuracy, to say nothing of the justice, of the court's ruling, that shareholders have no right of examination into the affairs of their own organization. If, indeed, shareholders have no legal right to obtain any information of the affairs of a joint stock company in which they put their money, other than what the officers may be pleased to publish,—if nothing can be learned by them of the company's financial condition until it should become insolvent, say, when it would be too late, does anyone imagine sane Iowans would put their money into such enterprises? Even an Iowa farmer would hardly be as unsophisticated as all that. Like other "famous victories" won by "farmers," this one, too, might have its drawbacks if carried to a logical conclusion. Think what a "snap" the officers of stock companies in Iowa might have.

FIELD SEED SECTION.

Beginning with this issue we have elaborated our seed column into a special section of the paper, and will in future devote as much space to the subject as the interest and support of our readers will warrant. The field seed trade of this country has developed rapidly of late years, but has received little attention from any publication, class or general. It is our intention to make this section the organ of the field seed dealers and we invite them to use it freely.

The country elevator operator is in close touch with the farmer and is the logical source from which the latter should obtain his field seed. Many country grain men have already branched out into this line and the number is constantly increasing.

We will be pleased to receive communications on the subject of field seeds and will gladly answer questions relating to the trade.

HENRY C. MOWRY.

Henry C. Mowry, one of the *patres et conscripti* of the Illinois Grain Dealers' Association, and one of the noblest of them all, is dead. The thought will bring a pang of regret to many, who remember this kindly, earnest, blameless man with more than passing good will, however slight their acquaintance with him; while those who were near to him ever regarded him with genuine affection. He merited it. Honest beyond calculation in his own business matters and in his relations to the farmers of whom for nearly forty years he bought grain for himself and for others, he was equally sincere in his conviction that as-

sociation work was as beneficial to the farmer as to the grain dealer; and as that work was as beneficial to others as to himself, he entered into it with the enthusiasm of an honest man promoting an altruistic cause; and his labor ceased only when the infirmities of age came upon him and when others, younger than he, had been found to bear the burdens he had voluntarily carried for many years for the same reason that he carried a musket in the Civil War. *Fare thee well, old friend; thy spirit still walks the earth, and will.*

GRAIN MAN'S BURDEN'S.

It may not be axiomatic to say so, but it does seem to be the fact that the most annoying burdens a man has laid on his shoulders are those he puts there himself. One may suffer many annoyances at the hands of others and bear them with some degree of philosophical fortitude; but when one cheats himself he is helpless—he can curse only his own stupidity. So our Kansas dealer, who has his burdens. Those laid on him by the old practice of the elevators, once permitted by the Board of Trade of Kansas City, of lifting 100 lbs. of his good wheat from each carload, he could well complain of; but when he skinned his nose to spite his face by keeping on his own side of the river and consigning his stuff to the "cash" end of a bucket-shop in Wyandotte County, and got "stung" "goin' and comin'," he was less fortunate, because no one had really treated him quite so badly as he had treated himself.

The first duty of a successful grain shipper is the selection of his commission house. His next duty is to stick to that house just so long as he gets the right kind of service. And at least, if one must change consignees, it certainly is surprising to find that regular dealers will yield to the temptation of consigning valuable commodities to untried firms and to concerns with such queer connections and surroundings that the latter should of themselves act as incentives to investigation by careful business men.

A COURT SCANDAL.

The trial of the Woods and others at Minneapolis for use of the mails to defraud came to a sudden stop on January 14, when the jury was discharged and many arrests were made for tampering with the jury in the case. One "big politician" was sentenced to the county jail for contempt of court, and others are still held for trial. The case, as we have before said, is typical of the amazing impudence of the big bucket-shop interests operating in this country; and could Congress but be induced to suspend its political wrangling and its proposed attacks on legitimate grain exchanges long enough to examine into the infinite public disgrace of this case, the latter might be productive of good; for surely no greater argument for the suppression of the bucket-shop was ever presented than this brazen effort to defeat justice by a crowd of gamblers.

AS TO DOCKAGE.

The motif of Senator McCumber's inspection bill is the showing made by the inspection records at head-of-the-lakes ports, indicating, what is true enough, that a great deal more high grade grain is shipped than is received there; *ergo*, argues Senator McCumber, the farmer is robbed of the high grade grain by the stiff inspection. It is hardly necessary to remind grain men that the argument is erroneous.

The secret of the showing of which the Senator complains is the art of the grain cleaner and mixer. The farmer, either through carelessness, ignorance or cupidity (probably all three), insists on marketing his grain just as it comes from the thrasher or sheller, with its full admixture of moisture, weed seeds (increasing in quantity annually), broken and shrunk grains, and other forms of grain dirt which, being unconsumable by the miller or other consumers, is charged back to the farmer. When this dirt is subsequently removed and the grain is otherwise cleaned, seasoned, conditioned and blended, its grade is of course raised thereby, and the volume of high grade grain for shipment increases. A part of the screenings removed is used by the mixer, who delivers it with the sound grain to holders of warehouse receipts, the holders of which get the "bottom-of-the-grade" stuff, and the remainder is sold to the sheep fatteners. (The weed seeds should be burned.)

Now, most of this elaborate cleaning and mixing machinery in the terminal elevators would be rendered useless if the farmer would run his wheat through a good fanning mill at home before marketing it; take out the seeds and burn them, and feed the wheat screenings to his poultry or to his stock. The screenings are worth in cash considerably more than the cost of the labor required to clean the grain, but to clean wheat in that way calls for a degree of business enterprise that few farmers have, or, at least, exhibit. As this work must be done, however, the duty of doing it is assumed by the terminal elevator, which, being operated by men who understand grain and market requirements, makes a large profit by the process, as it properly should for the service rendered, most of which profit is paid directly by the farmer, who is too indolent to remove the offal and to earn any part of that profit himself and too stubborn to understand that his indolence costs him a further sum for the freight on the offals to the terminal, to say nothing of the loss by missing grade.

Now, certainly, Senator McCumber will not expect his bill to take away from the terminal elevator or any other handler this constitutional right to buy and sell grain of high or low grade, to clean, mix and blend it to fit it for the requirements of the trade generally or to suit the peculiar conditions of certain markets or sections of the country or for certain consumers; because all these processes are as much the necessary functions of handlers of grain as the preparation of any other kind of raw material is a part of the business of dealers therein.

Editorial Mention.

When you do ship corn, label the car "Perishable—Rush," and make the placard "loud."

Another thaw in the West. The weather man is certainly no friend to the shipper of corn.

The moisture tester comes in handy nowadays to test corn before buying or shipping. Have you one?

New England Grain Dealers' Association continues to grow in numbers and in influence. It is well managed and doing a good work.

Contributions of the seed trade to the new "Field Seed Section" are invited. All matter at all germane to the general topic will be welcomed and considered.

Hay market has gone to the bow-wows this winter. What the horses are eating doesn't quite appear, but the business depression seems to have hit hay amidships.

Until Congress can distinguish the difference between a bucket-shop and a legitimate exchange, it has no business fooling with anti-futures legislation.

The legislature of Kansas killed a bill to appropriate \$5,000 to aid the scientists' war on the "Green Bug." The members were not annoyed with bugs of that color, apparently.

A new wheat called "Velvet Chaff" is being introduced in the Northwest. It is a good yielder; but is about as poor a milling wheat as could be selected for the Northwest. Its use should be discouraged in every way by dealers.

The majority perhaps of the millers of the country favor national inspection of grain, although a few of the most important ones think it impracticable, just as they think with the Chicago grain men that any kind of uniform inspection is not practicable.

The House committee on commerce has given notice that on the first Tuesday of March (3d day) it will begin public hearings on the Gronna and Watson bills to provide for the inspection and grading of grain entering into interstate commerce and to secure uniformity in standards and in the classification of grain.

A characteristic row has broken out in the management of the Farmers' Union out in Kansas, a co-operative concern that purports to be handling some grain, but is really kept going to minister to the necessities of certain individuals who draw salaries and publishers of "official organs." And the row now is between the latter. The "slang pens" that in an earlier age formulated the editorial utterances of a frontier political newspaper have been revived to do justice to the "scorn"

that exists between these rival organs; and the readers thereof who are still sane must be infinitely amused thereby.

If you do make a claim for loss of any kind, send in your papers complete. Don't bluff; be honest and have your case prepared to demonstrate the honesty of your complaint; then it will get its proper attention.

Kansas City Board of Trade men are paying to their secretary 25 cents for each sale made on that exchange, in compliance with a hold-up law of Missouri, but meantime are fighting the state law which contemplates the outrage of taxing grain traders 25 cents per trade to build roads in other parts of the state.

Remember that when forged papers are handled the victim is not the purported maker of the paper, but the man who puts out his money for the papers. The best defense the trade can have against forged bills of lading is a law requiring the railways to protect their blank bills and keep them out of improper hands.

Ohio seed men need the help of all dealers to combat the bill that would require seed dealers to label and guarantee clover seed as either mammoth or medium, a distinction which the best informed seed men say it is impossible to make. Ohio dealers should write to their members to oppose it, and tell them why.

Corn seems to be getting into worse condition rather than better as the winter progresses; and farmers will have to be extra careful in emptying cribs next spring if they expect their stuff to grade. Throw out the warning early that grain must be carefully sorted as it comes from the cribs before shell-ing. The winter in this respect has been a phenomenal one.

The mutual insurance company reports for 1907 again demonstrate that the companies are making good. They give the very best of security to the insured and at a cost of approximately only 50 per cent the cost of board company insurance. The grain dealer who does not carry all he can get in the mutuals is deliberately paying about 50 per cent more for that amount of protection than he need pay.

One of the inexplicable things in connection with the grain business is the lack of judgment used by shippers in loading grain. This is an old subject; but its study always leads to new surprises, among which we notice lately is the practice of dividing the contents of a car by a separating bulkhead erected in the center of the car, the bulkhead reaching from the centers of the grain doors on opposite sides of the car. The result is that when such a car reaches its destination it is necessary to call in a civil engineer to make plans and specifications for unloading the car without mixing the contents separated by a bulk-

head. This trick is not common, fortunately, but it displays a singular lack of gumption on the part of the man who loads such a car, who should have erected his bulkhead at the door posts; then the grain doors could be removed without disturbing at least one part of the load.

The highest court of Arkansas has decided that it is unlawful in that state for telegraph companies to handle messages for transactions in cotton, grain or other commodities for future delivery; which reminds us of what an Arkansas man said to a traveler who at a desolate station poked his head out of the car window and asked, "What's the name of this measly, God-forsaken hole?" "Let it go at that, stranger," was the reply.

The packers have attacked the Elkins law in the United States Supreme Court by raising "the novel plea that the shipper cannot be punished for receiving or soliciting a rebate so long as he does it openly and does not resort to any trick or device to deceive either the railroad or the Government." If a highwayman robs one of his purse in plain view of hundreds of uninterfering spectators, would it be a violation of the law against highway robbery?

The anti-uniform-grade men may be shocked to learn that the Supreme Court of South Carolina holds (heretically?) that "the grade No. 2 white corn was a grade of universal trade recognition." Was the court right? (See article, p. 410, on "Elevator Grading Final.") And if the court was wrong, why should it have been? Why cannot a grade be "universally recognized" instead of being subject to a variation at every inspection market in the country?

The free seed foolishness gets its annual rap at the hands of the agricultural press and the farmers as individuals and as organized bodies, one of whom in Texas characterized it in this way:

If it is not an intended insult to the farmers, then it is the meanest imposition ever practiced upon a tolerant class of people, whose good nature alone has suffered it without a rebuke.

True enough; but bless us, the average congressman is too dense to see the nice point of good manners involved in this matter.

The attack of the Manitoba Grain Dealers' Association on the Winnipeg Grain Exchange is another of those fatuous movements that demonstrate the incompetency of farmers as business men and the pestiferous nuisance of permitting the sycophantic politician to direct business legislation. It is conceivable that the methods of the Northwestern Grain Dealers' Association might be revised. The wide margin between "track prices" and "street prices" at the country stations has a queer look on the surface of things; but certainly the central grain market of the territory cannot be protected, nor can its abuses (if they do really exist) be corrected by throwing the Exchange open to the membership of every Tom, Dick

and Harry who could put up a nominal sum for a seat and dues. The Exchange organization protects the farmer by making such rules and maintaining such discipline that dealers must be at least technically honest and meet their engagements with the cash that goes to the shipper; a breaking down, as it is proposed to do, of that discipline and control would destroy the Exchange and reduce the grain business of the province, commercially speaking, to chaos.

The Kansas grain dealers at their annual meeting took up "politics" as a subject for contemplation. Well, Kansas certainly has its share; and, after all, if it is gone at in a non-partisan way, we don't know of any one thing the grain dealer can do with more profit to himself and to his farmer friends than to go into practical "politics" as a matter of business; for it is true that the professional politician of all parties is getting to be considerable of a nuisance and a menace to business.

Secretary Smiley also is now supplying his members in Kansas with blanks to unify all claims made by them for losses on grain in transit, whether in weight or by delay, or by delay in furnishing cars. Dealers there, as in Iowa, where similar blanks are supplied by Secretary Wells, will do themselves and their fellow members a real service by using these blanks in all cases. The sooner the mechanics of making claims for losses are reduced to a system the more rapidly the railroads will get to that point where they will consider claims promptly and on their merits.

C. A. King & Co. caution the trade to discuss the "anti-futures" and not the "anti-options" bills. The point is well taken. We plead guilty to loose verbiage in this matter ourselves. But it is really important that the general public should know that the fight of the exchanges against the many "anti-futures" bills is one for the preservation of the right to make contracts for future delivery of commodities, and that the legislation now pending is intended to prevent this, on the mistaken and fatal theory that by so doing the evils of "margin" gambling may be destroyed without also destroying legitimate business—an impossibility.

Dr. B. T. Galloway of the Bureau of Plant Industry says the investigations of his bureau into the standardization of grain have reached that point where Congress would be warranted in establishing Federal inspection of grain in the same way that it has established Federal inspection of meats. He then proceeded to tell a newspaper man that—

The flour-making quality of wheat enters into the grading under the proposed Government system in the Northwest;

The grain trade is opposed to Government inspection "simply because it gets down to indisputable facts in regard to the quality of the sample of grain—the man who grows the grain makes no kick about it; the man who buys does;

More than 6,000,000 bushels of a higher grade of grain went out of a certain elevator in four years than went in—in other words, the grain was graded low when the farmer sold it to the

elevator and was graded high when the elevator disposed of it.

Dr. Galloway is doubtless in earnest; but when he talks of "inspecting wheat for its flour-making quality" in the midst of the general movement of commerce and trade in grain he is getting precious near to talking nonsense. A miller buying wheat at a sample table may do so and often does; but to inspect wheat that way on its arrival in or departure from a terminal market would cause unbearable congestion of traffic—such a system could not last a fortnight.

Wm. E. Curtis, that distinguished cyclopedia of misinformation, reassures us by saying that prohibition would not injure the farmer, because the distillers don't use very much corn after all—only about 36,000,000 bushels. He hasn't heard yet that the brewers use a large quantity and that the barley trade might be affected; but let it pass. The worst that has been said on the economic side of the argument was that of a member of the treasury department, who some months ago warned the South that its attitude toward prohibition meant a heavy loss to the treasury and was not looked upon favorably for that reason.

An Illinois dealer, who had a controversy with a farmer as to the amount of moisture in a load of corn which the seller thought the buyer had graded too low, demonstrated with his moisture tester that the grain carried 19.5 per cent of water. Whereupon a sensible country newspaper reporter said:

A great deal of the corn being marketed just now is being docked two to five cents per bushel on this account. Whatever the error, whether the contracting system, or the hurry to get it to market, the farmer is evidently losing a pretty fair profit. Five cents a bushel is ten per cent. Unless it is absolutely necessary to sell, it would seem more like good management to let it get into condition first rather than stand such a shrinkage.

If more of this kind of local advertising were done by dealers, one can imagine they would have less friction with the farmers over the grading of corn at all seasons.

The report of the Royal Grain Commission of Canada has been laid before Parliament. Its recommendations or findings are substantially these:

1. The present grading system is most suitable and grades should not be changed.
2. A system of government weighing is impracticable, ample protection to sellers of grain being found in the weights and measures and grain acts.
3. Recommends an amendment of the grain act to lessen the percentage of grain rejected for dirt.
4. Finds a great increase of foul weed seeds in the West.
5. Recommends that the railways be compelled to employ permanent agents at all stations shipping a minimum of 50,000 bushels annually.
6. Recommends better car supply as a means of regulating the difference between "street" and "track" prices.
7. Does not favor a sample market at Winnipeg, but would require commission men to make full reports to consignors.
8. Recommends a change in the manner of paying and controlling buyers' agents in the country.
9. Disapproves the pooling arrangements of buyers of grain as destructive of competition.
10. Disapproves the proposition that the gov-

ernment shall assume the management of the terminal elevators, but thinks it should supervise the operations of the cleaning elevators.

The report, which is merely outlined in part in the above synopsis, satisfies neither the trade nor the growers. It reveals, however, a curious situation in the Canadian West that fortunately has no counterpart on this side the line, where the broader areas for grain growing have created a competition of buyers of the grain that can be more or less limited in the Canadian West. The interference of the government there, too, annually becoming, naturally, perhaps, more and more insistent and particular, fortunately, we as yet know but little of.

Henry Clews & Co.'s circular on the panic says the causes were:

general overdoing; over-extension of credit; over-speculation; over-issue of securities; great industrial expansion; excessive underwriting schemes; excessive mining and real estate speculation; earthquakes at home and abroad; Japanese and South African wars; general public extravagance; exhaustion of floating capital; distrust induced by corporate mismanagement, and finally the hostile attitude of political leaders and legislative bodies at home, stimulating erroneous prejudice against wealth.

But where does the "overspeculation in grain" come in, that Rep. Scott is worried about? Or, do Messrs. Clews & Co. know what Mr. Scott does not, that panics are not made by speculation in grain—only arrested by it?

The 25 anti-futures bills in Congress, it is said since the message of January 31, are to be pushed as an administration measure, it being the belief of Mr. Scott that the message insures a bill's enactment. Well, if Mr. Roosevelt's recommendations had all gone through Congress, because he recommended them, there would be precious little left of a good many familiar things of our Government; but fortunately most of them flashed in the pan. And as we read the message the President is less cocksure of this business than of a good many things of which he is sure but others are not. He says: "If it is possible," etc. And, "The great bulk of the business transacted on the exchanges is not only legitimate but necessary," etc. He thinks the use of the mails, etc., might be forbidden "for mere gambling"; but he does not seem to have risen above the level of other men to be able to see or say how to differentiate between what is "necessary" and what is "mere gambling." If this common-mortal's vagueness can be construed as an endorsement of the anti-futures principle, well and good; but to ordinary people it looks like the hunter's attempt to hit if it's a deer and miss if it's a calf—in other words, a meaningless straddle. However, there has been so much twaddle about this matter in the newspapers that we shall have to face the agitation in and out of Congress seriously; because, as someone has said, this is the particular period of the speculative cycle, in stocks more especially, when the public has it in for the "short seller"—for now the enormities of his practices are apparent in the fact that values are in his favor.

TRADE NOTES

The Great Western Mfg. Co. of Leavenworth, Kan., have opened a branch office at 309 Trust Bldg., Chambersburg, Pa., in charge of M. E. Rozelle.

An especially useful article about an elevator is one of the Perfect Grain Tryers, manufactured by the Williams-Lloyd Machinery Co., 337-339 Dearborn Street, Chicago. They are strongly built, so as to last a lifetime, and are made in various lengths to suit any car or conditions.

The S. Howes Company have recently added to their traveling staff Mr. J. N. Bacon, who was formerly connected with them and who has been identified with the grain cleaning machinery business for the past forty years. He will be in charge of their Central States business, with headquarters at the Spencer House, Indianapolis, Ind., where he will welcome his host of friends gained through his courteous and liberal treatment.

The Stephens-Adamson Mfg. Co., Aurora, Ill., have a monthly publication called "Conveying and Transmission" that will be found interesting by all who use conveying and transmission machinery. The line manufactured by this company is a comprehensive one and contains a number of specialties that are worthy of careful consideration. The company will be glad to send a copy of their paper to any grain man who will write for it.

Grain men will find something interesting each month in the second-hand machinery list of Gump Machinery Co., Chicago, published in this paper. This company, located at 53 South Canal Street, has five floors now filled with grain elevator and mill machinery and guarantees all machines sold to the trade. The list includes elevator separators, oat clippers and warehouse scourers, dust collectors, trippers, power connections and all kinds of power transmission and conveying and elevator machinery. Their complete list will be mailed on application.

The Younglove Construction Co. are now located in their new quarters at 315 Pearl Street, Sioux City, Iowa, and are actively engaged in pushing their business. In connection with their elevator work they will handle a general line of machinery for elevators and mills, gasoline, steam and electric powers, and have the agency for Avery Automatic Scales. They have closed a contract with the Burr Elevator and Supply Co., Burr, Minn., for the erection of a 30,000-bushel cribbed elevator to replace the one recently burned, and will install a 1,500-bushel Avery Automatic Scale and a Howe Dump Scale. They are also building at Pleasant Dale, Neb., for the Nebraska-Iowa Grain Co. of Omaha, and will install, an Avery Scale of 1,000 bushels' capacity.

About two years ago the Huntley Manufacturing Company, Silver Creek, N. Y., recognized the need of a machine which could be used for cleaning both corn and other grains, and placed on the market at that time the Monitor Combined Corn and Grain Cleaner. Two years' use of this machine has demonstrated beyond the slightest doubt that this machine is an ideal one for the purposes for which it was built. It has proved to the satisfaction of hundreds of users that it is not an experiment but a practical machine that effectively puts corn and grain in proper condition to grade when marketed. This Combined Corn and Grain Separator has the double shoe or compound shake movement, one screen being of the size suitable for corn and the other for wheat. When in operation it is only necessary to reverse a gate in order to change from corn to wheat. The compound shake movement eliminates any jarring tendency, and the machine may be placed at the top of an elevator with perfect safety. The air separations of the machine have been perfected and may be

regulated while the machine is in motion to suit the judgment of the operator. The Huntley Manufacturing Company have a long list of testimonials from people who have used this machine, and will be very glad to refer any prospective buyer to people in his own neighborhood who have the machine in satisfactory operation. A folder fully describing this machine will be sent upon request.

The Williams Patent Crusher and Pulverizer Co. of St. Louis, Mo., have issued a "Stock Food Edition" of their catalogue and now have it ready for distribution. It illustrates Williams Crushers for all kinds of feed, hay and other materials used in stock and poultry feed. The book shows the various types of Williams Crushers and Shredders and explains in detail their construction and operation and the purposes for which they are designed. A feature of the book is the number of testimonials it contains from users of the Williams machines. These include many facsimile letters from alfalfa millers, all of whom are enthusiastic in their praise of the Williams alfalfa mills. A copy of the book should be in the hands of everyone interested in the grinding of feed.

Risser-Rollins Company, Kankakee, Ill., having used a Hess Ideal Grain Drier for several weeks, called up the makers on the morning of January 15 and ordered another drier, this duplicating their drying equipment. The second drier was loaded and shipped on the afternoon of the same day. Promptness like this counts for something when you have damp corn on hand, and it will mean more when your corn gets hot and a heavy loss stares you in the face. Similar driers were shipped at the same time for Swanington Grain Company, Swanington, Ind., and for Bell & Hanson, Brookston, Ind.; also a No. 6 Standard Hess Drier for H. A. Klyce Company, Dyersburg, Tenn. The large quantities of soft corn to be handled within the next few months have created a very active demand for Hess Driers.

For a number of years the Michigan Millers' Mutual Fire Insurance Company of Lansing, Mich., have favored their friends in the trade with a pocket memorandum book of the most useful kind. The book is substantially bound in green leather, and in addition to blank pages for memoranda contains much information of a useful nature to business men. This includes interest laws and statutes of limitations, rules for computing interest, a brief summary of the national bankruptcy law, rates of domestic and foreign postage, weights and measures, etc. Another interesting feature of the book is a table showing the growth of the Michigan Millers' Mutual Fire Insurance Company. This growth has been rapid but healthy and to-day the company is recognized as one of the strongest mutuals in the country.

LET FUTURE TRADING ALONE.

Let us suppose that future trading in cotton and grain is abolished and all the middlemen and brokers are eliminated, says the Philadelphia Record. The producers and the millers and the cotton manufacturers are brought face to face. Nearly all the cotton and grain of a year is gathered in a couple of months. But the millers and manufacturers need only one-sixth of the crops in two months. The farmers are men of little capital, and need their money. The result will be very low prices. Besides the millers and manufacturers, a very few capitalists will buy for cash, but the number who can do this will be very small. After the farmers have sold and consumption has absorbed the greater part of the crops, the demand will continue as before, but supplies will be reduced and prices will advance, and the advantage will go to the millers and manufacturers and the cash buyers. Instead of approximately uniform prices throughout the year, plus interest and warehouse charges, prices will be very low just after harvest, when the farmers sell, and very high just before harvest,

when they have nothing to offer. Of course, if they have capital enough to finance their own crops, the results would be different, but they cannot do that now.

IMPORTANT ACQUISITION BY THE S. HOWES CO.

Grain men throughout the country will bear testimony to the fact that the most difficult thing they have ever had to contend with is the grading or sizing of the grain. We had an interesting interview recently with Mr. Louis E. Barbeau, president of the S. Howes Company of Silver Creek, N. Y., during which Mr. Barbeau stated that his company had completed negotiations for the purchase of all the patents, patterns, drawings and good-will of the business heretofore carried on by G. H. Rich in Chicago.

Mr. Rich has spent the greater part of his life perfecting a machine to grade grain into different sizes, but it was only about three years ago that he considered that his ambition had been realized. Since 1904 several patents have been issued to him on his improvements. In the cereal trade, particularly in the manufacture of oats, success depends very largely upon the thoroughness of the grading. The same applies to the barley and malt business; the present high prices making waste of any kind prohibitive, while proper grading and a uniform quality command a premium.

Mr. Barbeau informs us that the Rich machines will be built at the S. Howes Company's shops at Silver Creek, N. Y., where every facility is at hand to insure good workmanship and prompt delivery. This, coupled with the long experience they have had building their well-known Eureka Grain Cleaners, means that the Rich machines will be still further improved, which, of course, is very interesting to the user.

Included in the Rich line are several machines which certainly bear the stamp of originality, among them being several designed primarily for the prevention of waste and loss in the handling of grain. One which struck us as having especial merit is a stick or weed separator for operating on the tailings or screenings from elevator separators. In these tailings are ordinarily to be found corn and oats in quantities, and the difficulty heretofore has been to separate them from the rest of the rubbish. The separator referred to appears to do the work to perfection, judging from the samples we inspected; and it should prove a valuable acquisition to elevator owners whether large or small.

Another Rich device which should find a ready sale is a machine for taking wheat, buckwheat, cockle and seeds out of oats. This separator is used in most of the oatmeal mills and has an enviable reputation.

A Rich Ring Barley Recleaner is used in the largest barley cleaning house in Chicago, and is daily operating on barley screenings. One would scarcely credit the statement that the Rich machine takes out from 50 to 75 per cent of good, sound barley from the screenings treated, thus effecting a very large saving, when the price of barley is figured at \$1 to \$1.15 a bushel.

We understand that it is the intention of the S. Howes Company to have one of each kind of the Rich machines on hand for demonstration purposes, so that prospective customers can see them in actual operation or send samples of their grain to be treated. This appears to us to be an excellent idea.

We hope at some future date to present to our readers illustrated and detailed descriptions of the most prominent of the Rich machines, and in the meantime refer interested parties to the manufacturers, the S. Howes Company, Silver Creek, N. Y., who will be glad to give all the necessary information regarding them.

Portland, Me., has been doing a large business in export grain this winter at the Grand Trunk elevators.

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of January, 1908:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	328,391	193,864	638,963	437,311
Corn, bushels.....	3,378,182	2,811,922	2,602,581	2,215,672
Oats, bushels.....	233,042	291,409	1,128	688
Barley, bushels.....	300			875
Malt, lbs.....				
Rye, bushels.....	220,156	109,338	34,285	
Timothy Seed, lbs.....	1,238	1,595	3,550	2,657
Clover Seed, lbs.....	633	830	275	1,081
Hay, tons.....	6,310	7,315	1,995	2,309
Straw, tons.....				
Flour, bbls.....	177,178	289,210	202,726	106,374
Mill feed, tons.....				

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Flour, bbls.....	151,587	186,714	98,338	95,535
Wheat, bushels.....	587,390	1,596,688	1,615,255	851,695
Corn, bushels.....	391,725	607,013	195,934	558,103
Oats, bushels.....	330,098	376,367	800	1,300
Rye, bushels.....	7,015	2,797		
Barley, bushels.....	17,340	28,911	16,000	65,605
Flax Seed, bushels.....				30,800
Peas, bushels.....	7,580	12,938	710	2,408
Mill Feed, tons.....	2,938	1,079	57	30
Cornmeal, bbls.....	1,185	6,225		1,481
Oatmeal, bbls.....	10,678	18,745	3,450	8,170
Oatmeal, sacks.....	5,484	8,080	3,299	7,190
Hay, tons.....	12,220	14,710	71	330

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,168,060	1,692,462	1,289,074	1,076,119
Corn, bushels.....	12,376,032	11,488,022	6,805,987	5,672,548
Oats, bushels.....	7,634,940	6,739,675	5,678,531	4,918,944
Barley, bushels.....	2,095,785	2,611,058	713,380	678,739
Rye, bushels.....	233,671	218,628	213,828	205,781
Timothy Seed, lbs.....	2,091,804	1,555,890	2,794,628	2,275,936
Clover Seed, lbs.....	565,402	771,660	427,915	745,520
Other Grass Seed, lbs.....	1,228,740	1,565,105	3,570,204	3,214,627
Flax Seed, bushels.....	152,863	138,690	15,299	5,378
Broom Corn, lbs.....	1,130,688	1,621,661	1,064,353	1,307,227
Hay, tons.....	26,690	35,321	5,216	10,012
Flour, bbls.....	864,266	859,039	669,260	704,165

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	149,172	101,090	94,090	80,428
Corn, bushels.....	823,342	823,561	410,283	370,174
Oats, bushels.....	353,122	371,030	334,170	231,870
Barley, bushels.....	46,415	117,284		10,000
Malt, bushels.....	135,034	204,630	26,888	104,430
Rye, bushels.....	33,254	74,440	12,916	17,350
Timothy Seed, bags.....	2,881	1,130	982	2,858
Clover Seed, bags.....	4,280	6,093	1,932	1,889
Other Grass Seed, bags.....	9,809	10,166	11,704	9,380
Hay, tons.....	13,199	15,537	8,519	12,338
Flour, bbls.....	103,441	95,429	54,432	54,015

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels, water.....				
Do rail.....	65,753	105,708	31,140	61,356
Corn, bushels, water.....				
Do rail.....	1,192,718	870,920	109,423	287,831
Oats, bushels, water.....				
Do rail.....	381,879	306,042	54,126	102,792
Barley, bushels, water.....				
Do rail.....	5,342	1,000		
Rye, bushels.....		1,000		717
Flax Seed, bushels, water.....				
Do rail.....				
Hay, tons, water.....				
Do rail.....	4,519	7,959	590	601
Flour, barrels, water.....				
Do rail.....	40,730	62,200	16,120	24,790

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	2,107,640	1,475,653	39,187	48,637
Corn, bushels.....				
Oats, bushels.....	430,187	145,435	70,036	89,922
Barley, bushels.....	124,125	39,948	41,111	26,493
Rye, bushels.....	9,629	58,477	31,380	2,318
Flax Seed, bushels.....	507,013	515,790	134,384	389,910
Flour, bbls.....	34,095	53,490	30,805	41,825

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....			960,502	487,020
Corn, bushels.....			1,493,770	803,801
Oats.....				
Barley, bushels.....				

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	679,000	671,000	341,168	298,273
Corn, bushels.....	408,000	737,000	243,499	710,688
Oats, bushels.....	808,000	1,038,800	467,656	750,081
Barley, bushels.....	1,638,000	1,887,600	628,163	727,467
Rye, bushels.....	150,900	143,100	97,900	105,747
Timothy Seed, lbs.....	933,280	159,077	153,240	257,085
Clover Seed, lbs.....	1,061,305	684,820	123,810	658,970
Flax Seed, bushels.....	1,060	31,800		1,060
Hay, tons.....	4,170	3,882	60	829
Flour, bbls.....	206,200	117,250	185,083	179,543

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	32,719	52,906	7,500	
Corn, bushels.....	1,997	24,439	21,015	11,200
Oats, bushels.....	130,376	255,496	7,315	8,000
Barley, bushels.....	19,628	45,891	8,863	8,200
Rye, bushels.....				
Flax Seed, bushels.....	42,700	9,500		
Flour, barrels.....	12,331	14,859	28,100	38,290

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	48,000	167,000	634,030	274,964
Corn, bushels.....	1,070,000	2,004,000	896,320	1,679,000
Oats, bushels.....	319,000	271,000	18,294	183,295
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	79,700	51,480	7,833	1,494
*Flour, bbls.....	155,924	37,504	119,108	48,531

*Through consignments of flour to Europe not included in receipts.

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bu.....	811,200	742,800	887,000	638,000
Corn, bu.....	737,000	2,424,400	737,000	2,429,000
Oats, bu.....	915,200	1,366,100	1,429,500	1,852,500
Barley, bu.....	31,000	17,000	25,000	
Rye, bu.....	20,000	22,000	55,000	32,000
Flour, bbls.....				

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,156,967	1,612,451	2,644,049	1,518,800
Corn, bushels.....	371,772	1,361,607	1,578,800	917,135
Oats, bushels.....	414,486	381,664	947,135	1,904
Barley, bushels.....	3,000	13,000		
Rye, bushels.....	32,800	2,400		
Timothy Seed, bags.....	539	1,439		
Clover Seed, bags.....	600	143		
Flax Seed, bushels.....	39,200	113,000		
Hay, tons.....	9,537	8,456		
Flour, bbls.....	303,801	312,197	320,000	123,376

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,278,000	799,000	1,244,300	827,870
" sacks.....	771	2,229		
Corn, bushels.....	3,177,900	4,636,500	1,994,025	3,125,700
" sacks.....	940	2,722	15,360	3,975
Oats, bushels.....	2,584,000	2,052,800	1,968,170	2,002,880
" sacks.....			28,525	3,190
Barley, bushels.....	364,000	491,800	2,590	8,350
" sacks.....	450			
Rye, bushels.....	63,000	52,000	71,765	47,945
" sacks.....			1,400	
Hay, tons.....	31,200	25,055	14,370	11,355
Flour, bbls.....	214,740	237,230	255,430	324,240

SAN FRANCISCO—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, centals.....	123,173		512	
Corn, centals.....	6,512		1,032	
Oats, centals.....	63,834		736	
Barley, centals.....	304,373		287,126	
Rye, centals.....	2,265		603	
Flax Seed, sacks.....	645			
Hay, tons.....	12,264		731	
Flour, bbls.....	68,747		20,082	

TOLEDO—Reported by A. Gassoway, secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	187,000	208,000	60,700	41,020
Corn, bushels.....	1,106,100	932,000	549,700	817,200
Oats, bushels.....	193,500	284,600	223,600	560,100
Barley, bushels.....	1,000		1,000	
Rye, bushels.....	6,000	6,200	10,900	1,180
Clover Seed, bags.....	3,716	5,242	6,325	9,904

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending February 8, 1908, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Feb. 8.		For Week Ending Feb. 1.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,743,000	1,348,000	1,622,000	1,560,000
Corn, bushels.....	1,963,000	2,845,000	2,046,000	2,459,000
Oats, bushels.....	19,000	46,000	12,000	40,000
Rye, bushels.....	91,000		146,000	
Barley, bushels.....	73,000	44,000	44,000	64,000
Flour, bbls.....	214,400	203,600	206,600	167,000

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, February 8, 1908, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	532,000	2,251,000	151,000	221,000	.....
Boston.....	1,200,000	91,000	4,000	.....	.....
Buffalo.....	2,027,000	.....	455,000	80,000	801,000
do. afloat.....	2,561,000	.....	455,000	.....	341,000
Chicago.....	6,291,000	386,000	2,135,000	207,000	65,000
do. afloat.....	.....	.....	.....	.....	.....
Detroit.....	323,000	167,000	52,000	10,000	5,000
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	7,364,000	.....	991,000	13,000	372,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	4,028,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	375,000	424,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	247,000	323,000	45,000	.....	.....
Kansas City.....	2,872,000	831,000	30,000	.....	.....
Milwaukee.....	379,000	153,000	274,000	21,000	292,000
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	8,015,000	225,000	2,659,000	99,000	3,091,000
Montreal.....	82,000	69,000	159,000	.....	94,000
New Orleans.....	143,000	953,000	141,000	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	2,131,000	618,000	499,000	243,000	208,000
do. afloat.....	.....	.....	.....	.....	.....
Peoria.....	13,000	375,000	981,000	1,000	.....
Philadelphia.....	729,000	252,000	85,000	21,000	.....
Port Arthur.....	3,628,000	.....	.....	.....	.....
do. afloat.....	649,000	.....	.....	.....	.....
St. Louis.....	1,861,000	426,000	185,000	2,000	30,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	720,000	582,000	216,000	5,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	.....	.....	6,000	.....	.....
On Canal.....	.....	.....	.....	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	46,276,000	8,126,000	9,528,000	923,000	5,299,000
Corresponding date 1907.....	44,568,000	8,189,000	11,511,000	1,623,000	2,617,000

FIELD SEED SECTION

OHIO CORN GROWERS AND DEALERS ORGANIZED.

The Ohio State Corn Improvement Association was organized recently at Columbus when 160 corn growers and dealers who are anxious to improve the corn crop of the state got together. Fifty-four counties were represented at the meeting.

Following the appointment of a committee to draft a constitution, these officers were elected: Chas. E. Gross of Circleville, president; Horatio Markley, Mt. Gilead, vice-president; L. H. Goddard, Wooster, secretary; O. E. Bradfute, Cedarville, treasurer.

SEED TESTING LABORATORY FOR NEBRASKA.

A seed testing laboratory has been established at the Nebraska Agricultural Experiment Station in co-operation with the United States Department of Agriculture. This laboratory is to be known as the Co-operative Seed Testing Laboratory. While all the apparatus has not yet been installed, work has already been begun and the authorities are in a position to make purity and germination tests of the seed samples that seedmen or farmers may see fit to send.

Seedmen and farmers are urged to avail themselves of the opportunity to have their seeds tested, as it is alleged that much worthless seed is finding its way into the state. Dodder, which is a parasite upon both alfalfa and clover, is becoming more and more abundant in Nebraska.

All samples sent for testing should be not less than two ounces in weight, especially for clover and alfalfa, and should be addressed to the Co-operative Seed Testing Laboratory, Agricultural Experiment Station, Lincoln, Neb. These samples should be accompanied as far as possible by the following information: Name and address of seller, year and place of growth, price paid and name and address of sender. Inquiries should be sent to F. D. Heald, botanist of the experiment station and collaborator in charge of seed laboratory.

WOULD AMEND FIELD SEED LAW.

Director M. A. Scovell of the Kentucky Experiment Station at Lexington, in a receipt report to the Governor on the enforcement of the state law to prevent adulteration, mixing and misbranding of field seeds, recommends the law be amended in order to make it entirely effective.

The station has collected 1,498 samples of seeds, of which 1,187 have been examined. Sixty-six samples were found adulterated and reported to the commonwealth's various attorneys. In addition to the samples regularly provided by law, numerous samples have been sent in by farmers and seedmen for examination. These are examined without cost to the applicant and it is expected that this branch of the work will increase greatly as seedmen and growers become more familiar with it.

Regarding the necessity of amendments Director Scovell says:

"The law in its present form is defective. 1—Section 1 provides that persons who sell, offer or expose for sale mixed, adulterated or misbranded seeds and known by them to be mixed, adulterated or misbranded, and done with fraudulent intent within the meaning of this act, shall be guilty of a misdemeanor. It is almost impossible to prosecute under this provision, because it is difficult to prove what a man's intentions were in any given case. The result is that not a single conviction has been obtained. In this respect the law should be similar to the state Pure Food Law, which only releases the seller in case he has a written guaranty of purity from the wholesaler who resides within the state.

"2—Section 4 of the law exempts growers of seeds from its provisions. Many seedmen grow

their own seeds largely and there is no reason why they should not furnish pure seeds as well as the wholesaler or retailer of seeds.

"3—There is no provision made in the law for paying expenses of inspecting and analysis. Some provision should be made to meet these expenses.

"4—The law should also cover all field seeds and seeds adulterated with weed seeds. The presence of weed seeds in the great number of samples examined at this station indicate that foreign seeds are a source of more loss to farmers than seeds otherwise adulterated. The parasite dodder, for instance, is actually destructive to clover and alfalfa and once established on land renders it unfit for these crops for several years afterwards. The law ought to be amended so as to exclude from the market all field seeds containing more than 5 per cent foreign seeds of any sort.

"The law, with the amendments suggested to cover the defects, I believe, would be effective and result in great benefit to the farmers of the state."

MICHIGAN BEAN JOBBERS MEET.

The mid-winter meeting of the Michigan Bean Jobbers' Association was held at the Hotel Ponchartrain, Detroit, on January 29, and was well attended, the delegates evincing much interest in the proceedings. The subject of "scoop-shoveling" was debated at length and the by-laws were finally amended so as to provide for expelling any member who countenanced the objectionable practice.

Statistics presented by Burdick Potter showed that Michigan produced 4,829,000 bushels of beans last year, against 5,158,000 bushels in 1906, and that about 4,000,000 bushels would be available for consumption. The acreage of the state in beans last year was 371,464 acres, and the output was about 65 per cent of the preceding season. The total crop in foreign countries amounted to 130,000,000 bushels. At present stocks are light in both farmers' and dealers' hands.

One of the features of the meeting was a paper by Mr. Charles A. Heath of the Albert Dickinson Company, Chicago, on the "Buyer's Side of the Official Contract." After defining the word "contract," Mr. Heath said:

Without spending too much time on the derivation of this word "contract," we will say before leaving this point that possibly the fourth meaning of the word, in connection with the selling of beans, ought to have our consideration for a moment; that is "contract," "to acquire," "as by habit, use or contagion," as "to contract various habits" or "to contract disease." This will no doubt be acceptable to many who have all along regarded the contracting of beans as a pernicious disease that has shown symptoms among the bean dealers of Michigan of being somewhat contagious.

Experts in pathology have discovered that the bacteria which produce this contagious affliction are developed in direct proportion to the acreage planted. They begin to show even as early as the ploughing period, and crop statisticians have but to announce that an increased acreage is being prepared for the planter when the situation becomes epidemic; for ploughed ground means to them planted ground and planted dead ground to them means a living crop pushed from it up in the air.

The contracting for forward delivery then is rife and later the sad day may come when it is discovered that the only thing which is really up in the air is the seller and not the crop.

Now, if it be true that contracting beans is a disease and that, further, the disease is contagious and at times becomes epidemic, it is then clearly a menace to the public welfare and at such times the innocent suffer with the guilty.

Here we have entered upon that unending debatable ground of the right of the short seller to make a price on another man's crop, which is not within the province of this paper to take up or discuss. But is there no antidote or antitoxin for this dread disease? I think so, and it is found by anyone who carefully studies the situation that Nature is her own great restorer and she alone is able to bestow wisdom. Counsel, advice or experience of a fellow man are of no avail; his words of admonition, if given, would

fall only on unhearing ears. The real cure for short contract selling for forward delivery is to take a late seeding and add to it an intermittent drought; pour in also plenty of harvest rain and a nip or two of killing frost. Mix well, so as to get a correct average and give the seller one good large dose (good advice need not be added) and he will never want another. While this remedy costs pretty high, it is no doubt worth the price.

There is only one other contagious or infectious disease that has afflicted the Michigan bean dealers and that is the "quotation fever." This malady is chronic and apparently without cure. Its effect, besides impairing our bank account, is on the sight, and results with most in total blindness or makes any prospect appear in exactly the reverse of fact. There is known to be upwards of 150 bean dealers in Michigan who now have this subtle disease and who can't see that when 100 or so of them are regularly quoting the same jobber the same day direct that they are robbing him of any confidence he may have had in the market and at the same time are depressing the value of the very product they are trying to sell. Michigan has not so many beans to market as to call for such strenuous efforts to depress values. The only thing that can be suggested that will cure this disease is said to be common sense, and that it wouldn't take a very large dose at that.

In a contract the terms of the parties interested, viz., buyer and seller, seem to me to be unfortunate and inopportune and the term "buyer's side" is often misleading. It is customary to call the party who has the money the buyer and the other party with the goods the seller. In the case of Mr. Smith who gives a cord of wood to Mr. Jones for two sheep, it is called an exchange. Mr. Smith decided to part with his cord of wood and would be satisfied with two sheep. Mr. Jones decided to part with his sheep and would be satisfied with a cord of wood. Here in this exchange we have two desires and two satisfactions. This is true not only in this example, but in every trade whether commodity is given for commodity or money is given for commodity. It is unfortunate, however, that so soon as money enters into any trade that the party possessing same is called the buyer and we come to regard this as the dominant factor and we measure all contracts in money value.

Last spring you could take 100 cents or \$1, and for it a farmer would give 60 pounds of beans. "Money talks," the saying goes; with equal propriety can I say, so do beans. You can take the same 60 pounds of beans you bought last spring for \$1 and need not add to them one single ounce and no matter how loud that dollar talks they will not hear or listen to what it says, on say the 25th day of September following. Which is now doing the talking; that dollar, 100 cents of Uncle Sam's coinage, or those 60 pounds of Michigan white legumes? The calling of the dollar falls on deaf ears; the beans are doing the talking now and this one bushel stands in the market place and the dollar is doing the listening. This 60 pounds tells the dollar to get on the move and fetch up more money of the same kind, and at the beans' bidding 250 cents of the same value, per se, come running to the call of this same 60 pounds of Boston's favorites. This simple story is written to show that there is no buyer's side in any contract, be it bean official contract or otherwise, but that in every contract there are two buyers as well as two sellers.

Here is just the point where contracts often become wrongfully invalidated by the action of the party who through later developments has the worst end of the bargain. For some unaccountable reason he often assumes that the mutual agreement entered into can be changed by himself alone without conference with or consent of the other party interested. It happens then that parties under contract may suffer, often do suffer, in various ways, on account of later conditions changing the relative values of the two things that are exchanged, bought or sold under contract. This suffering or loss comes through one party either first defaulting altogether, or second, delivering inferior grade to quality sold, or third, making later shipment than called for by sale; anyone of which may seriously involve the second party to a contract.

Let us take up these points from what, under this subject, is called the "buyer's side" of the official contract.

FIRST, DEFAULT UNDER OFFICIAL CONTRACT:—It is easily seen* that where there is default under official contract that every party doing business under this contract is more or less injured, for the official contract comes to be regarded as a thing of no value where originally it was considered good and the very fact that it is the official form of contract of the Association adds to this belief. The integrity of any contract should be sacred and on this

rests the security of all business. Relative values are not always the same; they fluctuate. Sometimes one goes far higher; the other is unchanged and declines. What will probably be the mental agony Michigan dealers will have to suffer from the jobber who this year has not received his goods as per contract when tables are turned and values decline to a level 50 to 75 cents below price at which the jobber has them bought? How about default then? How about grades then? Will the buyer then be told that on a sale of choice beans he will have to take prime at 5 cents per bushel discount?

The speaker then related an instance of a Texas buyer who had defaulted on his contract with Mr. Heath's house. This buyer refused to consider very liberal terms for the adjustment of the difference and as a consequence the house was compelled to refuse to do any more business with him. Continuing on his subject, Mr. Heath took up the second clause, "delivering different grades than sold."

Last week I was in Maine. A jobber there had just bought a car of Michigan choice hand-picked pea beans through a Boston broker and when the official contract was sent him to sign he refused to do it because he said under the Michigan Association rules a buyer would be forced to take the inferior grade at 5 cents per bushel discount. I told him we had no such rule nor could we have one. It would be folly for the Association to even suggest it. Suppose our crop was even more damaged by rainy weather than it was this year and that only three cars in ten were grading choice, would those choice cars, you think, bring only 5 cents per bushel premium? In one day in Chicago we had in seven cars prime beans shipped to fill choice contracts. The buyer had them sold also for choice to parties who could not use prime at all. Here is a situation that the Michigan shipper should recognize can be adjusted only by mutual agreement. Where buyers have not the trade for prime beans the seller should recognize the just claims of the buyer's side of the official contract. This has not in many instances been the case with the shippers. I quote from a recent letter from one of them to a New England buyer. "We note you assume the right to make the differential between choice and prime beans without the least authority from us or regarding our rights in the matter at all and we must state emphatically that we refuse to stand more than 5 cents per bushel on this car of beans, under the circumstances."

It is evident the "buyer's side" is lost sight of in such an adjustment. It should be made clear to the trade that this view is endorsed by the Association. There can be no question that the buyer has the right to delivery as per contract or to present claim from his side for adjustment when inferior grades are delivered.

At this point it may be stated that Chicago has no grade of beans, choice hand-picked or otherwise. It buys on choice hand-picked Michigan basis. Several parties are refusing to sell Chicago on account of their demanding such high grades on contracts.

Speaking of the firm with whom I am associated, we do not primarily inspect our cars on their arrival. They are sampled by the official samplers of the Board of Trade at the outer terminal railroad yards. These inspectors' samples are sent to the chairman of the arbitration committee of the Association for grading. His ruling is final. If we are to have a standard grade of choice hand-picked beans under the Michigan Association, let us have it and abide by it and not dodge or straddle the question.

Third. Where shipment is not made within contract time, the buyer can buy in for account of whom it may concern beans to fill sale. If the buyer takes in a later delivery from shipper and accepts and pays for same he then can make no claim on seller for late shipment. An Indiana jobber recently wrote as follows:

"We purchased from a Michigan concern a car of hand-picked pea beans at XXX delivered for shipment the first half of November, limit being the 15th. The car of beans was not shipped to us until after the 7th of December. When they arrived they were not such stock as represented and the same were rejected. They replaced this car with satisfactory beans which arrived on the second of January. At the time these beans were bought at XXX we could have bought choice hand-picked pea beans for later delivery at a considerably less price and we will thank you to advise what difference would be right for us to charge up these people for failing to deliver as per original contract." To which we replied:

"Referring to certain purchase which you made, car choice hand-picked pea beans at XXX, delivered first half November shipment which was not shipped you by your seller as per contract, would say at time of defaulting you should have bought in a car for account of whom it may concern. This would have closed the deal and shown your loss and established your claim. As the seller at a later period has shipped car or cars, one of which you have accepted at purchase price, this in our judgment closes the transaction and you have no claim again the seller for late shipment. Had you not accepted the later shipment your claim would have been good."

A number of other able papers were read and the Association also voted to increase its membership fee to \$10, and to adopt the National Industrial Traffic League's bill of lading. The annual meeting will be held at Grand Rapids in September.

KAFFIR CORN AND MILO MAIZE IN TEXAS.

It is declared that the crop of Kaffir corn and milo maize grown in Texas has doubled in the last three years and that these grains seem likely to become staple crops in the Pan Handle and Western Texas country. The majority of farmers with experience in that country consider Kaffir corn a sure crop especially adapted to that section, because it knows no critical stage. The scarcity of moisture at any period of its growth will arrest its development, but does not render it unable to respond to later rains.

The bulk of the Kaffir corn and milo maize raised in Texas is used for seed and for feed on the farms where raised. Only a part of the crop is thrashed, the usual practice being to feed from the bundle. Quite recently the Texas Experiment Station has undertaken to familiarize farmers with the value of these grains and has published the results of feeding tests which show that Kaffir corn and milo maize compare favorably with Indian corn. As Texas does not produce enough of the latter cereal to supply her needs, it is probable that the acreage of Kaffir corn will continue to increase.

A SIMPLE SEED TESTER.

The elevator man who handles seeds should make it a point to test the seeds he sells and know something about their germinating qualities. He does not want to sell his customers seeds that will not grow and he does want to be in a position to speak authoritatively as to quality when some careless farmer comes back at him later in the season with the statement that "those seeds you sold me last spring were no good."

An exchange describes a simple device for testing the germinating qualities of seed corn that can be made with very little trouble and no expense. It consists of a box about 30 inches square and three inches deep. At intervals of one and one-half inches, small holes are bored, and through these holes, binder twine is laced, forming four hundred small squares, one and one-half inches on the side, amply large enough for five or six kernels of fairly good sized corn. The box is next filled with fine moist sand, just deep enough to let the strings across the box lay lightly on top of the sand. Each square will hold five or six kernels of corn and any suitable method of marking the squares and the ears of corn from which the samples came can be employed. When the box is filled it should be placed in a room kept at a moderately warm temperature until the kernels begin to germinate, which should be at the end of five or six days.

At the meeting of the Illinois Corn Growers' Association, held at Urbana on January 28, officers were elected as follows: President, C. A. Rowe, Jacksonville; first vice-president, Professor C. W. Farr, Chicago; second vice-president, W. G. Griffith, McNabb; third vice-president, A. A. Hill, Casner; fourth vice-president, H. G. Easterly, Carbondale; fifth vice-president, J. J. Wilson, Winchester; sixth vice-president, F. I. Mann, Gilman; secretary, Leigh F. Maxey, Curran; treasurer, H. A. Winter,

Wenona; members of advisory board: C. A. Rowe and Leigh F. Maxey. A movement was also started for a big corn show to be held by the Association in 1909.

SEED CORN FOR LOUISIANA.

Sugar planters in Louisiana raise an immense quantity of corn in the aggregate, but have some difficulty in securing the right kind of seed corn for their latitudes. Western corn, while it germinates and grows well in Louisiana, produces large ears and a small stalk, and when, as is usually the case, cow peas are planted in the corn fields, the corn crop is overrun. On this account there is quite a disposition to plant Southern or Creole corn in the cane fields of Louisiana. This corn produces a much stronger and taller stalk, but ordinarily ears considerably less in size than the ears of Western corn. Again, Western corn used for seed in Louisiana produces ears that seem to outgrow the shuck, exposing the ends to the attack of birds and injury by rain. This is a far more serious matter than a casual observer might think, for certainly very large quantities of corn are damaged in that way. In the planting of Creole corn the ears are well covered by the shuck and ordinarily the birds cannot attack it.

According to the Louisiana Planter, therefore, the tendency is to give the preference to Southern or Creole corn, and when that is not obtainable to get corn for seed from latitudes as far South as possible, say corn produced in Kentucky or Tennessee. Some planters are in the habit of mixing part Western and part Creole corn, hoping in this way to maintain the size of the ear and yet secure the fullness of shuck and the strength of stalk.

This is a matter that would pay seedmen to investigate. It is possible that some of the varieties grown in southern Illinois would be found suitable for growing in Louisiana and that the introduction of these varieties would be profitable alike to the Northern dealer and the Louisiana planter.

THE CLOVER SEED INDUSTRY.

The clover seed industry of the United States is one of great importance when the matter of maintaining soil fertility is considered. It is absolutely necessary that clover or some leguminous crop be grown in the grain sections. In recent years the price of clover seed has ranged all the way from \$6 to \$10 per bushel or more, so that its production for market ought to be profitable. Some sections are better adapted to growing clover seed than others. Where the yield ranges from two to six bushels to the acre, there is no reason why more attention should not be given to this crop.

That it is a money crop of high value cannot be denied; that it occasionally fails is also beyond dispute. But taking one year with another and following the latest and best methods of seedling, there is no reason why it should not succeed as well as almost any other crop. Northern Michigan, central and northern Wisconsin, central Minnesota are natural clover areas, and from these sections large quantities of first-class seed were secured during 1907. One farmer recently sold his clover seed crop for \$1,400, while another received \$1,500 for mammoth clover seed from 30 acres of that is usually considered very poor pine land. Both these farmers are located in the upper peninsula of Michigan. The growing of clover seed for market is certainly worthy of much larger attention than has been given it during recent years. —Orange Judd Farmer.

A bill has been introduced into the Ohio legislature which provides that any package of seed purchased on the strength of any advertisement, circular or catalogue, must not vary more than 5 per cent from the claim made for it. Within this limit the seeds must be true to name and free from seeds of noxious weeds or adulterations of any kind. The bill provides a fine of \$25 to \$100

for the first offense, and up to \$200 for subsequent offenses, or the offender may be imprisoned for six months.

IMPURITIES OF CLOVER, ALFALFA AND TIMOTHY SEED.

During the year 1906 the Iowa Experiment Station conducted an investigation into the character of the various field seeds offered for sale in the state, particularly those of red clover, white clover, alsike clover, alfalfa, timothy and blue grass. In all 413 samples were examined, but only the clovers, alfalfa and timothy were of sufficient numbers to warrant general conclusions.

One hundred and thirty samples of red clover

introduce upon his land; dodder, in 10 samples, about on a plane with the Canadian thistle and very difficult to separate from clover seed.

Although the studies of white clover seed are not so numerous as those of red clover and alfalfa, yet it has been studied by numerous investigators. Adulteration, if practiced, is probably limited to mixing old seeds with the new. The impurities found in white clover are of two types, the weed seed impurities and grit and dirt. The following impurities were found in white clover seed: Sorrel, Rugel's plantain, bracted plantain, timothy, curled dock, lamb's quarter, blue grass and cinquefoil.

Alsike clover has been studied somewhat more generally than white clover because it is a

conclusions, yet in only one case was the vitality as high as that required in the government seed standards, namely, from 85 to 90 per cent. The average germination was only 57 per cent.

Timothy seed is usually much freer from weed seeds and generally of stronger vitality than clover or blue grass seed. Due, perhaps, to the fact that timothy seed is generally grown on new meadows, the seed crop is more certain. The principal impurities found in timothy seed consist of pepper grass, dog fennel, black-eyed Susan, green foxtail, sour dock, field sorrel, rough cinquefoil, buckhorn, narrow-leaved plantain, rib-grass, common plantain, red top and blue grass.

Fig. 2 shows some weed seeds found in clover and other seeds.

WISCONSIN'S SEED LAW.

Wisconsin has a law on her statute books (chapter 465, laws of 1907) which is of interest to all seed dealers who do business in the state. It has to do with the labeling of seeds and is as follows:

"Section 1494—11n. No person, firm or corporation shall, by himself, his agent, or as agent or representative of any other person, firm or corporation, sell, offer or expose for sale or for distribution upon the general market, any flowering, garden, vegetable or agricultural seeds for the purpose of seeding, sowing or planting, unless the same shall, when put up and offered in closed packages, have plainly written or printed thereon in English, the name, kind and year when grown, and its percentage of purity and freedom from foreign matter. If the same or any of them be put up in open packages, sacks or other receptacles, there shall be securely attached to the side thereof a plainly written or printed label giving in English the name, kind and year grown, and also its percentage of purity and freedom from foreign matter."

Complaints under the law are to be made to the director of the Wisconsin Agricultural Experiment Station and a penalty of not less than \$10 nor more than \$100 is provided for each violation, which is made a misdemeanor.

FIELD SEED NOTES.

There is said to be serious shortage of desirable seed corn in Iowa.

The annual convention of Nebraska Corn Improvers' Association was held at Lincoln on January 23.

The Colorado Grain and Seed Growers' Association held its second annual convention at Denver on January 23.

Julius Funk, manager of Funk Bros. Seed Co., Bloomington, Ill., was married on January 16 to Miss Anne Sorrel of Dallas, Texas.

Plans are said to have been completed for a seed house to be erected at the North Dakota Agricultural College. The building and equipment will cost \$10,000.

Owing to the success that has attended the growing of clover seed in the territory around Wadena, Minn., it is probable that the acreage will be increased this season.

A press bulletin sent out by C. P. Bell of the agricultural experiment station, University of Minnesota, predicts a seed corn shortage and warns farmers against using southern seed.

It is announced that the Canadian government has decided to loan money to farmers in Alberta and Saskatchewan with which to purchase seed grain. About \$4,000,000 will be advanced and will be payable in three years with interest.

It is rumored that Garton Bros. of England will establish two branches in this country, one at Minneapolis and the other at Des Moines, Iowa. It is said that a stock company will probably be organized to conduct the business at Des Moines and that Professors Jones and Bowman of the Iowa State College at Ames will be interested.



FIG. 2. SOME WEED SEEDS FOUND IN CLOVER AND OTHER SEEDS.

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|---|---|
| 1, 2. <i>Daucus Carota</i> . Wild Carrot. | 19, 20. <i>Setaria viridis</i> . Green Foxtail. |
| 3, 4. <i>Setaria glauca</i> . Yellow Foxtail. | 21, 22, 23. <i>Phleum pratense</i> . Timothy. |
| 5. <i>Agropyron repens</i> . Couch-grass. | 24, 25. <i>Plantago aristata</i> . Bracted Plantain. |
| 6. <i>Amarantus retrofractus</i> . Rough Pigweed. | 26, 27. <i>Plantago lanceolata</i> . Rib-grass. |
| 7, 8, 9. <i>Cnicus arvensis</i> . Canada Thistle. | 28. <i>Cichorium Intybus</i> . Chicory. |
| 10, 11, 12. <i>Cuscuta arvensis</i> . Dodder. | 29, 30. <i>Lepidium apetalum</i> . Peppergrass. |
| 13, 14. <i>Cnicus altissimus</i> . Tall Thistle. | 31, 32, 33. <i>Plantago Rugelii</i> . Rugel's Plantain. |
| 15, 16. <i>Cnicus lanceolatus</i> . Bull Thistle. | 34. <i>Panicum sanguinale</i> . Crab-grass. |
| 17, 18. <i>Rumex acetosella</i> . Sheep-sorrel. | 35. <i>Panicum capillare</i> . Old Witch Grass. |
| | 36, 37. <i>Rumex crispus</i> . Curled Dock. |

seeds were examined and the percentage of impurities determined by weight. The average percentage of impurities was 1.93. In addition to 130 samples in which the percentage of weed seeds was determined by weight, 118 samples were examined without any determination being made of exact percentage. This data is graphically represented by the accompanying cut, Fig. 1.

Germination tests showed that some of the red clover seed was of low vitality and it was suspected that in some instances old seed had been mixed with the new.

Among the weed seeds found which deserve special mention are the following: Rib-grass or rib plantain, found in 98 samples, a weed very difficult to separate from clover on account of its size and shape; bracted plantain, found in 35 samples, very closely related to the preceding plant; Canadian thistle, in 21 samples, probably the worst weed that any farmer can

more important crop. It is not generally adulterated other than the addition of old and weedy seeds to the new. The average percentage of impurities in the case of this clover was 3.437. Particularly noticeable was the frequent occurrence of sheep or field sorrel in the samples examined. The seed of the sorrel is of such size and shape that it is almost impossible to separate them.

Alfalfa is frequently adulterated, the chief adulterant being yellow trefoil, but burr clover and sweet clover are occasionally found. It is quite difficult to distinguish the seeds of the above-named plants from alfalfa seed. Other weed seeds found in alfalfa include knap-weed, hop clover, black medick burr clover, alfalfa dodder, rib plantain or buckhorn, bracted plantain and Canadian thistle.

Although the number of alfalfa seed samples tested were too small to allow very general

OHIO'S PROPOSED CLOVER SEED LAW.

The Toledo Market Report quotes a prominent Cleveland house as follows with reference to the bill introduced in the Ohio legislature requiring seed men to label and guarantee all clover sold by them to be either medium or mammoth:

With this law in force no clover seed can be handled except in the immediate locality where it is raised. Nobody but the grower knows whether it is medium or mammoth, and he alone can guarantee it. Even the local dealer would not buy it under such conditions, except on personal inspection of the growing crop or from a personal knowledge that the grower and his guarantee were responsible.

The larger dealers would not dare purchase or sell clover under such conditions, as such guarantees could not be traced back to their beginning.

Before reaching the last purchaser seed often passes through a dozen hands.

We and all dealers must reclean and grade clover seed in order to sell it. Each little lot cannot be sold by itself. That is plainly impossible. We must mix the different lots together to make a uniform mixture which is salable.

How could the identity of any particular lot be traced and the responsibility placed a year later, when the crop is matured?

There is no reason for any deception on the

would not buy here if they could get it abroad. The last offers we saw from abroad were equal to \$13 per bushel in Toledo. The fact that foreigners bought March during the last month was a good indication that they had no surplus, and will probably have to import before the end of the season. We also hear of certain purchases of cash being made to go to other market centers in this country. In October these markets were cleaned up and shipments made to fill October contracts in Toledo. Toledo stocks are estimated between 10,000 and 15,000 bags, and would not take long to exhaust it entirely. When one goes into the open market to buy March or cash all the offerings seem to dry up at once. We are holding a very small amount for country account, and it is mostly in small lots which won't go on the market unless they can get a good price for it. Our reports indicate that the different stations through the state are almost bare of seed and will have to ship in.

C. A. King & Co. of Toledo, in their Special Market Report for February 7, write of clover seed as follows:

Bulls have smiled this week. Prices up little and shipments larger. Receipts have been smaller, but all of domestic in small lots. Imports into New York this week have been much larger. They were 4,778 bags, against 357 last

rain, or brown color and unattractive appearance. France will very likely require to import her shortage later on, in spite of the duty of 25 frs per 100 kilos. Holland and Belgium will have a considerable consumption, their crops being also insignificant. The Scandinavian countries have to provide for large requirements, larger than they have been for many years.

CLOVER SEED SHORTAGE.

A special letter on the clover seed situation has recently been issued by Crumbaugh & Kuehn of Toledo, in which they say:

It may prove interesting to the seed trade in general to get at a few facts concerning the importation of seeds from foreign countries. While the customs office does not pretend to itemize the various kinds, the value placed upon same will give us some idea as to how much clover seed there may be included in the list below, which is an extract from the record of the customs office in New York:

Under the head of clover seed, imports for 1907 are recorded as follows: October, 204,046 pounds, valued at 11c per pound; November, 354,768 pounds, valued at 12c per pound; December, 632,645 pounds, valued at 12½c per pound. Total, 1,191,459 pounds, or 7,446 bags at 160 pounds per bag.

Grass and other seeds: October, 273,728 pounds, valued at 7c per pound; November, 616,014 pounds, valued at 4¼c per pound; December, 1,085,959 pounds, valued at 10½c per pound.

Let us suppose this last item of 1,085,959 pounds was also clover. Reduced to bags of 160 pounds each, would give us about 6,787 bags more, which, with the above 1,446 bags, would give us a total import of 14,233 bags. Let us further suppose the January imports to be as much as the three clover items above, viz., 7,446 bags, and we get a grand total of 21,679 bags of what may also include considerable alfalfa and white clover.

However, let us count it all as merchantable red clover and we still come far short of last year's importations. It is estimated that foreign countries and Canada supplied the States with over 100,000 bags of clover seed.

With foreign countries now higher in price than America, and with Canada a buyer on this side, it looks very much as though the resources of the world had been taxed to the limit and that the States will have to fall back on her own resources. And what do we find on this side?

We find that Toledo, the highest market in America, drawing to it not only from all markets in this country, but foreign countries as well, has not been able to draw within 10,000 bags as much seed as last year, receipts thus far this season running about 22,000 bags, as against about 31,000 last year.

Toledo disbursed about 56,000 bags of clover seed last year; this with the 100,000 from outside sources gave us 156,000 bags as against present available of 22,000 bags here in this market and 21,679 bags imports, or a total in round numbers of 44,000 bags as against 156,000 last year; this means a shortage of 112,000 bags after the markets of the world have been scoured and even the interior drained to the limit because of the unusually attractive prices.

It is quite possible that this may have lured some seed from foreign countries that could not well be spared and may account for the purchasing on this side for foreign account as well as the prediction of a 100 shillings or marks (\$12.75 per bushel) over there.

It is certainly a very serious situation that confronts the world and one that may cause present level of prices to seem extremely low before spring, for certainly if this country required 156,000 bags of clover last year, double that amount would seemingly be insufficient for this season's needs.

The Tacoma Implement & Seed Co. has been incorporated with a capital stock of \$50,000 to succeed the Fawcett Implement & Seed Co. of Tacoma, Wash.

The Colonial Stock and Grain Co., a "shop" at St. Louis, quit on January 19, after about two years' experience, doing business on a capital of about \$2,000. Payment in settlement of 200 outstanding claims was tendered in the form of notes payable in 60 days.

Portland, Ore., reports great inquiry for oats. The new rate on oats eastbound goes into effect to-day, February 15, and a considerable movement eastward is expected. The oats men estimate that over 40,000 tons of oats remain in eastern Washington, eastern Oregon and Idaho.

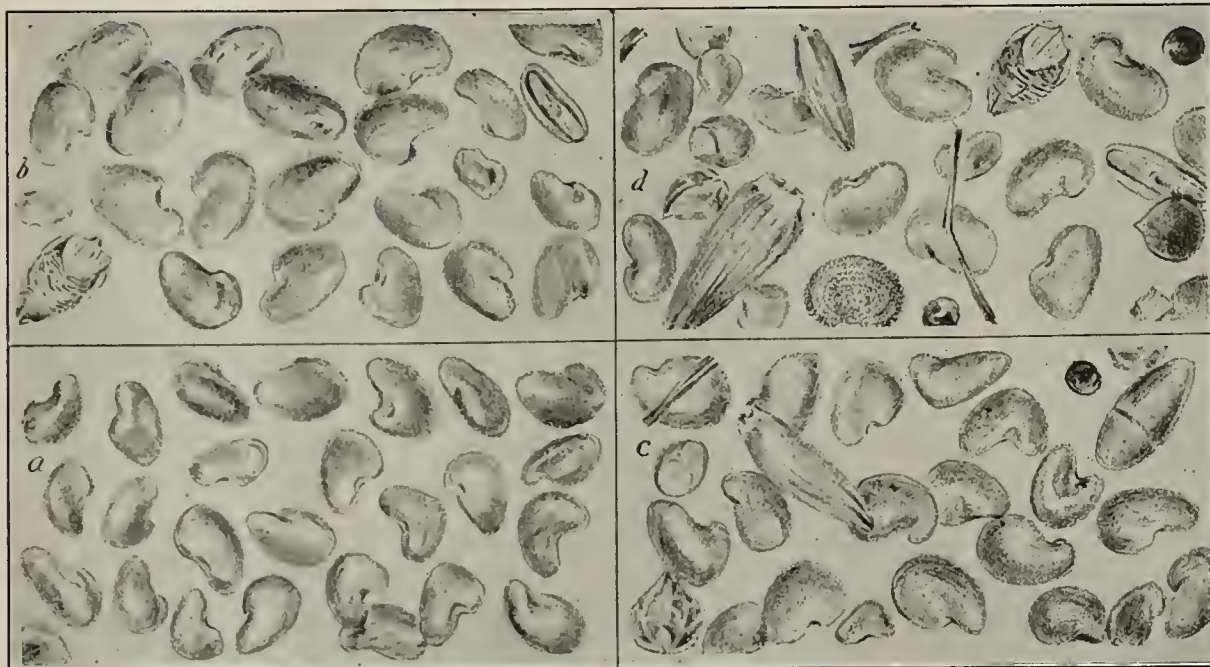


FIG. 1. DRAWINGS REPRESENTING SAMPLES OF RED CLOVER SEED AND IMPURITIES.

a. Pure seed. b. Containing foxtail and rib grass in small amounts. c. Containing considerable quantities of dodder, sorrel, Canada thistle, rough pigweed, bracted plantain, and shrunken seed. d. Containing large amounts of foxtail, bull-thistle, Canada thistle, rough pigweed, rib-grass, cockle, shrunken seed, sand and rubbish.

part of the larger dealers. Both clovers are equally valuable and nothing is to be gained by any dealer in mixing the two varieties.

In fact, unusual precautions are taken by all dealers to keep the varieties separate, but to guarantee his sales would be absolutely impossible, and so extremely hazardous that no responsible dealer would do it for various reasons.

Again, climatic and soil conditions, combined with the early or late sowing of clover seed, will cause such a variation in the crop that it would be difficult or impossible to differentiate them.

In our opinion, this law if passed will prohibit the purchase and sale of clover seed in Ohio, and not only the dealers, but the farmers will suffer untold injury.

Everybody interested should write his representative to consider the situation well before voting for such a law.

Write at once, as bill is about to be voted on.

SOME CLOVER SEED VIEWS.

Under date of February 8, J. F. Zahm & Co. of Toledo, say:

Clover seed appears to be in a very strong position. It has been a great many years since the cash situation has been so acute as now. The demand from all over is mostly for medium seed, which is becoming very scarce, as indicated by the price, prime medium selling at 20 cents over the mammoth. A good many of the orders from Ohio and Indiana are for small lots, but in the aggregate they assume rather large proportions. A good many are wiring for 10, 20 and 40 bushels, but they are coming more than once. The high price naturally makes them timid about buying large amounts, but they must have it regardless of the price. Certain buying of cash in this market this week would indicate that Toledo is cheaper than the markets across the water. They

week and 4,700 year ago. If it continues coming as freely it will make the bulls cautious. Country has been huyer of October, entirely upon the price and hoping for accidents. Hamburg dealer is foxy. He floods our country with circulars, assailing our prime seed. In the same breath he sends samples of foreign seed and advises everybody to buy them instead. That may go in Hamburg, but such methods do not succeed in our country. Tell the truth. Depend upon your own merits. Roasts make most people suspicious and react upon the roasters.

The foreign situation is sized up by R. Liefmann's Sons, Hamburg, under date of January 15, in part as follows:

The red clover crop in Europe is turning out smaller every day, and we may safely say that only South Russia and Hungary have actually made a crop, and even their crops can only be called below medium. Both districts have exported by far the greatest part of their yield. Owing to the beautiful dry weather during the fall months nearly all seeds could be thrashed at the same time this year. The frost cannot bring forth any further supplies of importance. North Russia and Poland, which bought already in the market, will have to buy later on a great deal more seed for cultivation purposes, wherever they can find such seeds, and it is also said of Hungary that this country has already exported too heavily, and that for this reason they have not seed enough there now for cultivation. Austria, on an average, has such a small crop that they ought to have tied up their scanty products with iron chains, instead of selling them to Germany. They will require later on to import seed again for growing purposes. Germany's crop is the worst since ten years. Italy has only a very light surplus. France has nothing to spare; prices are exorbitantly high, and most qualities are stained by

ELEVATOR AND GRAIN NEWS

ILLINOIS.

The Cummings Elevator at Danforth, Ill., has been sold to M. R. Meents & Son.

Fay R. Best of Palmer, Ill., has sold the Palmer Elevator to his brother for \$10,000.

The Farmers' Grain Co. at Charlotte, Ill., has increased its capital from \$8,000 to \$11,000.

William Bechstein has purchased Liess Bros.' Elevator at Mokena, Ill., and is in possession.

George C. Steiner of Cissna Park, Ill., has purchased two Hall Signaling Grain Distributors.

The new addition to the Bartlett, Kuhn & Co. Elevator at Broadlands, Ill., is nearly completed.

Edwin Beggs will equip his elevator at Alexander, Ill., with an Improved Hall Signaling Distributor.

C. H. Rumley has sold his elevator at Danforth, Ill., to the new Farmers' Elevator Co. for \$20,000.

Farmers in the vicinity of Speer, Ill., are organizing for the purpose of acquiring an elevator.

John T. Harman has purchased the Evans Elevator at Beason, Ill., and will take possession on March 1.

The Union Elevator Co. of Joliet, Ill., has dissolved and surrendered its charter to the Secretary of State.

The Spires Elevator Co. will have two Hall Signaling Distributors installed in its elevator at Spires, Ill.

Farmers recently met at Bluff Springs, Ill., to organize a \$15,000 company, which will build and operate two elevators.

Ed Morris and George W. Seaman will erect an elevator at Dorans, Ill., in the spring. Mr. Morris owns an elevator at Magnet.

A farmers' elevator company is being organized at Bluff Springs and Beardstown, Ill., to build an elevator. The company will capitalize at \$10,000.

The Henkel Grain Co. at Henkel, Ill., has been incorporated with a capital stock of \$5,000. C. Beetz, R. Frey and J. Auchstetter are interested.

A Farmers' Elevator Co. is being organized at Flanagan, Ill., and \$12,000 worth of stock has been subscribed. An elevator will be purchased or built.

The Baker Elevator Co., in Green Valley, Ill., has increased its capitalization from \$2,500 to \$8,000 and changed its name to the Farmers' Grain & Elevator Co.

The Neponset Farmers' Grain Elevator Co. of Neponset, Ill., will vote to increase its capital stock from \$5,000 to \$7,000 on February 22, to allow for necessary improvements.

Incorporation papers have been filed by the Windsor Farmers' Mutual Elevator Co. of Windsor, Ill., which has a capital of \$15,000, two-thirds paid up. Harry Storm is secretary pro tem.

The Hasenwinkle Grain Co. at Hendrix, Ill., has replaced the gasoline engine in its elevator with a modern electric motor, the power being supplied by the interurban electric company.

The O. M. Etter Co. has filed incorporation papers to conduct an elevator at Cambridge, Ill. The capitalization is \$15,000. O. M. Etter, Addie M. Etter and W. J. Barker are interested.

Articles of incorporation have been filed by the Mattoon Farmers' Grain Co. at Mattoon, Ill. The company is capitalized at \$10,000 by W. E. Pettersson, J. M. Strong, W. E. Dole and others.

Articles of incorporation have been filed by the Donovan Grain Co. of Donovan, Ill., which is capitalized at \$10,000. Among those interested are William Wallace, F. W. Anderson and C. A. Shaw.

Articles of incorporation have been filed by the Fullerton Grain, Coal & Merchandise Co., of Fullerton, Ill., which is capitalized at \$5,000. The incorporators are George A. Winslow, Isaac C. Laferty and Edward J. Caton.

Farmers in the vicinity of Lostant, Ill., are organizing and expect to build an elevator. Eugene P. Moore, T. T. Comiskey, D. P. Avery and James Davey are on a committee which will complete the organization. The name of the new company will be the Lostant Farmers' Grain and Supply Co.

The Triumph Grain & Supply Co. has been organized at Triumph, Ill., by the farmers of Troy and Ophir townships. The capitalization is \$8,000 and negotiations are now in progress for the purchase of the Wheeler Elevator. In case the deal is not effected, a new building will be constructed.

Thomas S. Preston, Sidney Dewey, H. F. Butterfield, H. Wilsey, John Kearns and William Kidd are the directors.

Articles of incorporation have been filed by the Healy Grain Co. of Healy, Ill., which is capitalized at \$6,000. Those interested are F. P. Garrity, F. P. Snyder and C. B. Strawn.

The Farmers' Elevator Co. of Martinton, Ill., has been organized with a capitalization of \$20,000, fully paid up. C. J. Simmons, L. H. Barron, Andrew Buchan and others are interested. An elevator will probably be built.

Newton C. Ames, Theodore Rathe, A. B. Lidster, John Strong, W. E. Patterson and others are interested in the formation of a farmers' elevator company at Fitzgerald, Ill. It is proposed to build a new elevator this summer.

The Stonington Farmers' Grain Co. has purchased the A. P. Hill Elevators at Stonington and Willeys, Ill., for \$10,100. Jerry Ellis will be retained as manager of the former elevator and Charles Hall as manager of the latter.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, has made the following changes in the new directory: Philip Karcher succeeds C. W. Ballard at Girard; Mark Burnside succeeds Wyman & Burnside at Knoxville; Poorman Bros. succeed W. D. Poorman at Union (West Union P. O.); Stewart & White succeed A. B. Caldwell & Son at Vermillion; Pierson Grain Co. succeeds S. H. Wilkins at Pierson Station; M. R. Meents & Son succeed R. F. Cummings Grain Co. at Danforth; Barracks & Williamson succeed Roe, Barracks & Co. at Hayes; Lena Elevator Co. succeeds John Reeder & Son at Lena; A. D. Ricketts & Co. succeed Miles & Ricketts at Fisher; R. T. Miles & Co. succeed F. L. Warner at Fisher; Kahler Bros. succeed William G. West at Deland; F. E. Sharp succeeds Sharp & Trautvetter at Blandinsville and at Warsaw.

SOUTHERN AND SOUTHWESTERN.

J. E. Farrington is erecting a modern elevator at Chickasha, Okla.

It is reported the Farmers' Union at Hooker, Okla., will build a grain elevator.

The Alabama Corn Mills of Mobile, Ala., are installing a Richardson Automatic Elevator Scale of 1,000 bushels' capacity.

The Roberts & Hammer Grain Co. of Shelby County, Tenn., has been incorporated at Nashville. It is capitalized at \$25,000.

Lewis Payne and E. S. Gardner, proprietors of the Payne-Gardner Elevator Co. of Gallatin, Tenn., will rebuild the elevator recently destroyed by fire at a loss of \$40,000.

W. H. Bonner and J. M. Phares of Lufkin, Tex., have organized the Bonner Grain Co. J. M. Phares, who will have charge of the business, was formerly connected with the East Texas Grain Co.

W. D. Stowe has sold his interest in the Monarch Grain Co. at Hopkinsville, Ky., to H. C. Moore. Mr. Moore has Dr. J. B. Saddon and C. S. Jackson associated with him. The business was established two years ago.

The Josey-Miller Milling Co. of Beaumont, Tex., is replacing its previous scales, which were burned in the recent fire at the elevator, by two Portable Bagging Scales acquired from the Richardson Scale Co. of New York.

Incorporation papers have been filed by the W. A. Cooksey Lumber, Coal, Grain and Food Co. of Irene, Okla. The company is capitalized at \$6,000, the stock being subscribed by Fred. Hardy and Isaac McHenry of Alva, Okla., and W. A. Cooksey of Irene.

It is announced that the grain elevators in charge of Walter S. Upshur, at Hampton Roads, Va., will be reopened within a few months. A small amount of grain has been received and is being dried, as it is in poor condition, but will be shipped from port this month. The elevators have been closed for several weeks.

T. F. Heath & Co. of Petersburg, Va., have been incorporated with a capital stock of \$50,000, to deal in grain, hay and mill feed. T. F. Heath is president, T. F. Parsons is vice-president and L. L. Kidd is secretary and treasurer. The firm succeeds the former firm of T. F. Heath & Co., which now operates an elevator and warehouse with a storage capacity of 110 cars.

Advices from Houston, Tex., state that not later than April the construction of a 1,000,000-bushel grain elevator costing \$500,000 is to be started in that city, and work will be pushed to complete it within eight months. Edward Kennedy, a promoter of Houston, has had the matter in charge and has interested E. M. Paulson of St. Paul, Minn., and Frank Kaueher of Minneapolis, Minn. A site of three acres at Long Reach, on the ship channel near the city, has been purchased. The company will be known as the Seaport Elevator Co. of Houston, and it will be incorporated under

the laws of Texas. The capitalization probably will be \$300,000, and most of the stock taken in Minnesota and the Northwest.

IOWA.

An effort is being made to organize a farmers' elevator company at Grimes, Iowa.

Farmers in the vicinity of Chapin, Iowa, are organizing a farmers' elevator company.

The Plymouth Milling Co. of Le Mars, Iowa, will use another Hall Signaling Distributor in its plant.

Farmers in and around Scranton, Iowa, have organized a company and will raise \$6,000 to build an elevator.

A farmers' elevator company is being organized at Paton, Iowa. It will be capitalized at \$7,500, fully paid up.

The Nebraska & Iowa Grain Co., of which Charles F. Davis is manager, is building an elevator at Pleasantdale, Neb.

Cannon, Haase & Metcalf have purchased a carload of machinery from the Skillin & Richards Mfg. Co. for their new concrete grain elevator at Granville, Iowa.

A farmers' elevator company has been organized at Scranton, Iowa, with a capitalization of \$6,000. Elmer Garland was elected president and James Cairns, secretary.

The Clarion Farmers' Elevator Co. has purchased the Sturgeon Elevator at Clarion, Iowa, the consideration being \$3,300.

H. W. Fields and John W. Hedges have purchased the Fields & Slaughter Co.'s grain business at Akron, Iowa, and the firm will be known as Field & Hedges.

U. S. Fry has again acquired the Van Horne Elevator at Benton, Iowa, which he sold about six years ago to K. A. Harper. During the past year William Donnelly owned the elevator.

A. J. Froning has transferred his five-year lease on his elevator at Sheffield, Iowa, to Harry and Tom Williams. Harry Williams has been in the grain business at Sheffield for the past year.

The Weeks Grain and Live Stock Co. of Omaha, Neb., may build a 100,000-bushel transfer elevator at Council Bluffs, Iowa. The firm believes it can secure grain to better advantage in Council Bluffs than at Omaha.

EASTERN.

Channing Morgan of Jefferson, N. H., is going to quit the grain business.

Martin Bowman has purchased D. B. Hodgkins' Sons' grain store at Rockport, Mass., and will convert it to other uses.

The Melrose Grain Drying Co. of New York, N. Y., will build a two-story brick plant, 28x59 feet in size, which will cost \$4,000.

The Ansonia Flour and Grain Co. of Shelton, Conn., has purchased the Shelton grain store formerly conducted by Taylor & Morse.

John E. Horne and Forest L. Marsh have opened a new grain store at Milton Mills, Me., to be known as the "Cash" Grain Store.

Griswold & Adams of Dalton, Mass., are preparing to erect a grain warehouse and mill, the lumber for which is being supplied from their farm.

Burton H. Wiggins of Lowell, Mass., has fallen heir to the grain and hay business left by his father, William H. Wiggins. It is part of an estate valued at \$80,000.

The Young Bros. Co. have moved the old J. W. Young Elevator at White Plains, N. Y., to a new site and is building an addition onto it, which will be twice as large.

The new grain elevator and storehouse being erected for the Stanley Svea Grain & Coal Co. at New Britain, Conn., is now under roof and rapidly nearing completion.

The Skillin & Richards Mfg. Co., Chicago, shipped the last of January, five carloads of machinery for the new fireproof elevator of the Husted Mill and Elevator Co. at Buffalo, N. Y.

Articles of incorporation have been filed by the City Feed Co. of Portland, Me., which is capitalized at \$25,000. A. G. McPherson is president; J. R. Parsons, treasurer, and W. M. Bradley, clerk.

The Union Elevator Co. of Buffalo, N. Y., has filed articles of incorporation, with a capital stock of \$25,000. The incorporators are M. P. Ryley, J. B. Devine, J. R. Bryning, M. R. Lewis and M. H. Lewis of Buffalo.

The Baltimore & Ohio Railroad Co. has, through D. D. Carothers, chief engineer, awarded a contract to James Stewart & Co. of Chicago, Ill., for the construction of a grain elevator at Mt. Claire, Baltimore, Md. The structure is to have a capacity of 250,000 bushels of grain. It will be of reinforced concrete construction and will contain 130 concrete bins. The frames and sashes will be of metal.

All of the machinery is to be operated by electricity from dust-proof motor rooms. The plans call for two legs and two receiving belts as well as four car pits. Work of preparing the ground was started on February 1, and it is desired to have the elevator completed by August 1.

MISSOURI, KANSAS AND NEBRASKA.

Work is progressing rapidly on the Farmers' Elevator at Ferguson, Kan.

A new elevator is to be built by the Hayes-Eames Co. at Tarrington, Neb.

George M. Hoffman is about to contract for a 20,000-bushel elevator, to be built at Little River, Kan.

J. H. Machiens has purchased an improved Hall Signaling Distributor for his elevator at Texas Junction.

The Dulle Milling Co. will erect a 25,000-bushel elevator at South Cedar City, Mo., within a short time.

The Thornton & Wilson Elevator at Soldier, Kan., of which F. E. Beeson is manager, has changed hands.

Collingwood Bros. of Plains, Kan., are installing an improved Hall Signaling Distributor in their elevator.

The Ellis Farmers' Grain & Live Stock Co. at Ellis, Neb., now has possession of the elevator recently acquired.

A deal has been effected whereby the Torpin Elevator at Lindsay, Neb., has been sold to the Farmers' Elevator Co. for \$7,750.

The Stevens & Scott Grain Co. of Wichita, Kan., has leased the Wherry Elevator Co.'s plant at Sterling, Kan., and E. R. Hess is now in charge.

Robert T. Ray, a grain dealer at Delavan, Kan., has purchased the Lower grain business at Herrington, Kan., and has gone there to take charge of it.

C. F. Eslinger has just completed a 7,000-bushel grain warehouse at Kinsley, Kan., which is one of the largest granaries in the country. It measures 32x32x10 feet in size.

An elevator will be built by the Murray Farmers' Elevator Co. at Murray, Neb., in the spring. The company is composed of about 100 farmers and is capitalized at \$5,000.

Officers have been elected by the Wabash Elevator Co. of St. Louis, Mo., as follows: President, S. A. Whitehead; vice-president, W. B. Anderson, and Louis T. Hall, secretary.

An Automatic Scale has been purchased from the Richardson Scale Co. of New York by T. M. Canavel of Sedgwick, Kan., which has a 1,000-bushel capacity for shipping purposes.

The new 20,000-bushel grain elevator built for the Nebraska-Iowa Grain Co. at Tamora, Neb., has been completed. It is 59 feet high and is very complete in all its details.

Tom Daney of Stoddard, Neb., has transferred his elevator there to his brothers, Hiram and James Daney, and has gone to Havelock, Neb., where he has purchased an elevator.

The new addition of the Nye-Schneider-Fowler Co.'s Elevator "B" at Fremont, Neb., has been opened. The elevator now has a capacity of about 300,000 bushels of grain and is reported to be almost filled.

The Larabee Milling Co. of Hutchinson, Kan., will build a series of steel grain tanks in connection with the new 500-barrel mill being erected at that place. It is planned to erect the tanks just south of the mill.

Kelly Bros., formerly of Corwin, Kan., but more recently of Wichita, Kan., have purchased the Overton Elevator at Manchester, Kan., as well as the Overton Elevator at Milton, Kan. Possession has already been taken.

The Farmers' Union Co-Operative Association of Gray and Finney counties have arranged to purchase the W. F. Rinehart Elevator at Cimarron, Kan., and Alex Naylor will be placed in charge. The farmers are incorporated for \$10,000.

Articles of incorporation have been filed by the Farmers' Grain and Coal Co. at Capron, Kan., which is capitalized at \$3,000. Among those interested are J. R. Henton, W. W. Morris, J. H. Hudson, Clay Howard, William Webb and Levi Snyder.

It is reported that the Spelts Grain Co., with headquarters at David City, Neb., which owns a string of elevators along the Burlington railroad in Nebraska, has changed its business title to the Shaaf Grain Co. H. O. Shaaf of Milford, Neb., is president.

The Trans-Mississippi Grain Co. of Omaha, Neb., has handed to the Richardson Scale Co. of New York a repeat order for automatic scales. This calls for ten machines for elevators at Arthur, Iowa; Soldier, Iowa; Indland, Neb.; Meadowville, Neb.; Petersburg, Neb.; Bristow, Neb.; Spencer, Neb.;

Fairfax, S. D.; Calaway, Neb., and St. Edwards, Neb.

The Hays City Grain and Supply Co. has filed articles of incorporation at Hays City, Kan., where it has capitalized at \$10,000. The Farmers' Elevator recently erected is taken over in consideration of \$4,000 in stock. John B. Chittenden of that place is promoting the deal.

The Waggoner-Gates Milling Co. of Independence, Mo., has decided not to build a concrete elevator, but instead will erect a cribbed structure. It will be 135 feet long, 34 feet wide and 85 feet in height. It is expected work will commence at once and be pushed to a finish.

The Farm Products Co. is a new corporation formed among the farmers of Nebraska, which will maintain a selling agency at Omaha. It is the purpose of the company to build an elevator at Omaha in the near future. The company is capitalized at \$100,000 and is incorporated by W. S. Arnold of Bloomfield, Neb., Charles Crockett, A. F. Melcher, Vaclay Benes and H. J. Hubenthal.

It is stated that grain dealers at Omaha, Neb., are finding desirable elevator sites very much at a premium. Merriam & Holmquist have a large elevator at the foot of Manderson Street, which is considered an ideal location. There is talk of locating another elevator on the tract just south of the old conservatory building of the trans-Mississippi exposition. East Omaha is also looked on with some favor as a location for future elevators, but the low ground makes the foundations cost elevator men from 20 to 30 per cent more than on the higher ground. The East Omaha sites are said to be good, but agents will be compelled to take off a few hundred to help pay for placing the buildings on bedrock.

CANADIAN.

The grain elevators have closed for the season at Bethune, Sask.

Thomas Wallace of Mitchell, S. D., will enter the elevator business in Alberta.

The North Star Elevator at Milestone, Sask., containing 16,000 bushels of wheat, was burned on January 20.

Two of the elevators at Oak Lake, Man., have closed down, the farmers manifesting a tendency to hold their wheat. A great deal of "scooping" work has been done.

During 1907, it is stated, 610,000 bushels of grain passed through the elevator at St. John, N. B., in comparison with 347,226 bushels in 1906 and 75,214 bushels in 1905.

J. A. Jamieson is authority for the statement that the Dominion Government Elevator at Port Colborne, Ont., which was built from his designs, will be opened with the opening of navigation in 1908.

The Saskatchewan Elevator and Milling Co. plans to erect elevators at Delisle, Zealandia and Lanigan, Sask., this spring. A fourth may be built at or near French, on the Grand Trunk Pacific railroad.

W. H. Vanstone of Galt, Ont., will be mechanic in charge of the new elevator the Goldie & McCulloch Co. is erecting at Port Colborne, Ont. The members of the Galt Pedro Club recently presented him with a fine pair of fur-lined gloves as a token of their esteem.

The Western Farmers' Elevator Co. is to be formally organized "for the purpose of handling the crops of the Northwest for the best interests of the producer." A committee was appointed at a meeting in Brandon, Manitoba, on January 14, to draft a constitution for the purpose of organizing and combining all the farmers' elevators in Manitoba and Saskatchewan. The directors are A. Shepherd, A. Morrison, P. Wright, A. R. Wells, R. M. Wilson, G. Christie and O. Sutherland.

It is planned to expend about \$400,000 on the new Canadian Pacific Elevator "D" at Fort William, Ont., which will be erected at once. The handling house will be 56 feet wide by 154 feet long, with shed 10 feet wide and of the same length as the handling house, the height of which will be 165 feet from base of rail to the eave. The track shed will be 66 by 182 feet, with four railway tracks and four receiving hoppers on each track. The shed will rest on a pile and concrete foundation, and have a steel frame enclosed with corrugated galvanized sheets on the sides, with fireproof roof. The workhouse, shed and stair tower will have pile and concrete foundation, the first story frame of work house up to and including the bin bottoms to be of reinforced concrete, the bins themselves being of reinforced fire clay tile. The cupola frame is to be of steel and enclosed in two thicknesses of fire clay tile, with fireproof roofs and floors. A drainage system will be arranged to keep the basement free of water. A complete dust collecting system, including floor sweeps, garner exhausts and all

other appliances, will be supplied to make the plant complete to receive, store and clean grain up to its full capacity. It is estimated that the average receiving capacity will be upwards of 24 cars of grain per hour, and the cleaning capacity, with medium sieves, will be equal to that. The following are the chief items of equipment: Four stands receiving elevators with two lines of 14 by 7½-inch buckets; four stands shipping elevators, with two lines of 14 by 7½-inch buckets; five stands cleaning elevators, one line of 16 by 7-inch buckets; one stand screening elevator of one line of 16 by 7-inch buckets; twenty receiving separators on first floor; six wild oat separators in cupola; two screening separators in cupola; all cleaning machines of iron-covered wood; one 4-drum car puller, with four back haul drums; sixteen pairs car shovels; two lines of 12-inch screw conveyors in basement; four receiving belt conveyors from track hopper; eight 1,600-bushel standard hopper scales; eight 1,600-bushel garners; two special garners serving cupola cleaning machines; one passenger elevator in stair tower; one ticket elevator between first and scale floors, and a full equipment of electric motors, lights and signals.

MINNESOTA AND WISCONSIN.

J. J. Beissel is arranging to build an elevator at Vermillion, Minn.

N. C. Jensen is organizing a farmers' elevator company at Browns Valley, Minn.

The Homestead Elevator Co. at Otter Tail, Minn., has closed its elevator for the season.

The Burr Farmers' Elevator Co. of Burr, Minn., will soon let the contract for a new elevator.

Bailey & Son have their new elevator at Browns Valley, Minn., completed and in operation.

The farmers in and around Gaylord, Minn., are interested in an elevator project under discussion there.

The Ashley Elevator at Ashley, Minn., has been closed for the season after a most successful business.

The farmers in the vicinity of Dalton, Minn., are organizing for the purpose of building an elevator in the spring.

The Anchor Elevator at Bingham Lake, Minn., has closed for the season. It has been in charge of Charles Francine.

There is talk of organizing a farmers' elevator company at Hartland, Minn., and purchasing the Sheffield Milling Co.'s Elevator.

John L. Werdin is organizing a farmers' co-operative elevator company at Eden Valley, Minn. It will be capitalized at about \$5,000.

T. G. Berge is interesting a large number in the proposed Farmers' Elevator Co. at Kerkhoven, Minn., and it will soon be formally organized.

Plans for a farmers' elevator company have been almost perfected at Sherburne, Minn., where only a few shares of stock remain to be sold.

Albert Miller of Chicago has leased the elevator at Colfax, Wis., from Hon. O. S. Kinney and Herman Gunderson has been placed in charge.

Farmers around Evan, Minn., are forming an organization, which may erect an elevator at that place, although present plans are to deal in stock.

The old elevator at Hubbard, Minn., formerly owned by W. Wilkins, has been sold to a party in Fargo, N. D., who has razed it and shipped it to North Dakota.

A farmers' elevator company is being discussed at Hartland, Minn., which may result in an organization and the transfer of the Sheffield Mill and Elevator Co.'s elevator.

The Milwaukee Grain & Feed Co. of Milwaukee, Wis., has begun work on the excavation for its new addition adjoining its present plant. It will be of red pressed brick and will cost about \$100,000.

The Consolidated Elevator Co. of Duluth, Minn., is installing an Automatic Portable Bagging Scale to weigh corn, oats, etc. The scale is being furnished by the Richardson Scale Co. of New York.

T. F. Murphy of Little Falls, Minn., has offered to enter the grain business at that place if the merchants will grant him the use of their warehouse rent free. His proposition will be accepted.

The Scott County Co-Operative Co. of Jordan, Minn., will secure a site for an elevator. It is the intention of the company to erect a temporary platform and scales until an elevator is built. Bailey Bros. of Belle Plaine are the managers and Raymond Ritschel of Jordan is assistant manager.

It is announced that the Great Northern Railroad Co. has prepared plans and specifications for the largest single grain elevator in the world, at Superior, Wis., having a capacity of about 4,000,000 bushels. The elevator is to replace Elevator "A," which recently was burned. It will be larger than Elevator "S," better known as the "steel house," which holds 3,250,000 bushels of grain and

is the largest plant of its kind in the country. About \$1,500,000 will be expended on the building.

Material is on the ground for the construction of an elevator at Wheaton, Minn., to replace the Monarch Elevator, recently burned. The debris has all been cleared away and everything is ready for the workmen.

The Farmers' Co-Operative Association of Holland, Minn., has been formed with a capital of \$15,000. Alva Smith is president; Henry Heersma, vice-president; L. E. Ziegler, secretary, and Fred Frutiger, treasurer.

Johnson, Bluhm & Co. have leased the Farmers' Elevator at Eagle Bend, Minn., on a 9-cent margin; that is, the said firm have rented by contract to pay within 9 cents of Minneapolis prices for all wheat delivered at the elevator.

It has been decided to rebuild the elevator belonging to the Oakfield Elevator Co. at Oakfield, Wis., which was recently destroyed. The firm has been engaged in business less than a year, but has done a prosperous business and hopes for continued success.

The Minnesota & Dakota Grain Co. of Minneapolis, Minn., has bought out the M. W. Wright Co. at Menomonie, Wis., and are continuing the business at the office of the old concern. A. O. Giese, local manager for M. W. Wright, has accepted a position with the Wisconsin Milling Co., V. W. McKay being the local manager for the Minnesota & Dakota Co.

The annual meeting of the stockholders of the Consolidated Elevator Co. of Minneapolis, Minn., which owns elevators at Duluth, was held in New York, when the following directors were elected: George Spencer, G. H. Spencer and H. A. Starkey, Duluth; F. B. Kellogg, St. Paul; Charles A. Mair, Chicago; C. H. Clark, Jr., Philadelphia; F. H. Parker, New York; C. E. Perkins, Brooklyn; G. W. Petus, Great Barrington, Mass. The directors elected the following officers: President, George Spencer; vice-president and chairman of the executive committee, F. B. Kellogg; vice-president and superintendent, H. A. Starkey; vice-president and secretary, G. H. Spencer; assistant secretary, W. H. Kiichi.

WESTERN.

A movement is on foot to organize a farmers' elevator company either in Belt or Great Falls, Mont.

The warehouses at St. Johns, Wash., have received approximately 650,000 bushels of wheat this season, for which the farmers have received about \$450,000.

Samuel Thomas, who cultivates nearly 5,000 acres of land in Adams County, Wash., will erect his own granaries and arrange to handle his grain in bulk.

The Farmers' Grain Co. is being organized at Lacross, Wash., with a capital of \$25,000. The committee in charge include J. S. Shreck, M. M. Johnson, O. W. Pollard, E. E. Zarine and T. H. Shrobe.

The total amount of grain to be marketed at Wilbur, Wash., this season will approximate 1,200,000 bushels, as against 1,000,000 bushels in 1906. Buyers estimate that about 60 per cent of the crop has been sold or contracted.

The yield of wheat tributary to Prosser, Wash., will aggregate close to 1,000,000 bushels, according to recent reports from that town. This is by far the largest crop ever raised in the vicinity and the most valuable at current prices.

Farmers of the Nez Perce prairie country have organized a co-operative association for the purpose of handling their grain independent of the regular companies operating in that section. A large warehouse will be erected at Greer, Idaho.

The Pacific Grain Co. has closed a lease giving over for three years their entire warehouse system in the Palouse County of Washington to the Campbell-Sanford-Henlev Co., whose headquarters are at Portland, Ore. The system comprises three large warehouses at Tekoa, Wash., two at Elberton and one each at Garfield, Farmington and Lowell. The company gave possession on February 1.

An independent grain company is reported to have lately endeavored to enter Vollmer, Idaho, but was so discouraged by the railroads that the idea was abandoned. Vollmer is the new town on the Grangeville extension of the Northern Pacific where the Vollmer-Clearwater Company has built the largest grain warehouse in the state of Idaho. The Kettenbach Grain Company has an unusually large warehouse, and it is said that the combined capacity of the two is 750,000 bushels. Grain men say that not less than 1,500,000 bushels of grain will be shipped from Vollmer as soon as the railroad is completed and the large grain ranches insure the continuance of heavy shipments. The field is an inviting one from a

buyer's standpoint, and it is openly stated that attempts will be made to shut out independent men, even though they are willing to build warehouses.

OHIO, INDIANA AND MICHIGAN.

It is rumored an elevator will be built at Camden, Ind., in the spring.

Sam Finney is installing an Ellis Grain Drier in his transfer elevator at Wellsboro, Ind.

The Richville Elevator at Richville, Mich., has been sold by Myer & Schultz to J. L. Ortnier.

A stock company is being formed by the business men of Hamler, Ohio, for the purpose of erecting a grain elevator.

The H. S. Redington grain house at Amherst, Ohio, has been sold to Otto Nabocasky, who will convert it into a residence.

J. W. Brown, formerly auditor of the A. & W. railroad, has decided to enter the grain and hay business at Ashland, Ohio.

The new McLane & Swift Elevator at Battle Creek, Mich., is running full blast. A. K. Linn of Galesburg, Mich., has full charge.

The Willey Mill and Elevator Co. is building a grain elevator at Fernald, Ohio. The body of the building is constructed of concrete blocks.

Irvin Evilsizer has purchased a half interest in the Germon & Woodcock Elevator at South End, Springfield, Ohio, and will take possession on April 1.

J. T. Higgins has purchased the James Thompson Elevator at Lafayette, Ind., and is in possession. He formerly conducted an elevator at Chalmers and is at present the owner of a plant at Barnard, Ind.

Burglars broke into the office of the Bloomdale Elevator Co. at Bloomdale, Ohio, one night last month and built a fire to warm themselves. They also looted the office and took a small sum of money and some stamps.

Tom Bodine has become the owner of the Foster Elevator at Covington, Ind., which was formerly owned by Davis & Current of Danville, but which has been operated of late by Dan Ricketts. H. H. Smith of Danville has purchased the elevator Mr. Bodine formerly owned.

The elevator at Rossville, Ind., has been closed. Some time ago the elevator was sold to a Mr. Smith at Kirkland, who ran the business for a week and then went away and left it. It is now reported the courts will be called upon to settle the question of ownership, as Mr. Hochstetter, the former owner, claims it.

THE DAKOTAS.

A farmers' elevator is to be built at Adams, N. D.

A farmers' elevator company has been organized at Farmer, S. D.

A farmers' elevator company has been incorporated at Landa, N. D.

A farmers' elevator company is being organized at Stockholm, S. D.

A farmers' elevator company is now being organized at Milbank, S. D.

The Lyon Elevator Co. has closed its elevator at Hurdsville, N. D., for the season.

A farmers' elevator company has been formed to build an elevator at Norden, S. D.

A paper at Milton, N. D., suggests the organization of a farmers' elevator company.

Richard Arndsle is building a 15,000-bushel elevator on his farm, near Cresbard, S. D.

The first grain elevator erected at Hettinger, N. D., has just been completed and started up.

W. L. Merrick is building a grain warehouse on the M. & St. L. railroad at Le Beau, S. D.

The Farmers' Elevator Co. of Kramer, N. D., has increased its capital stock from \$5,000 to \$10,000.

A Mr. Schomberg is actively interested in organizing a farmers' elevator company at Milnor, N. D.

Progress is being made toward the organization of a farmers' elevator company at Salem, S. D.

Meetings of the farmers interested in a co-operative movement have lately been held at Oberon, N. D.

The Burns Elevator and Lumber Co.'s new elevator at Glen Ullin, N. D., is completed and in operation.

Stock in a farmers' elevator company is being rapidly sold at Stockholm, S. D., and an elevator is now assured.

A farmers' elevator company is being organized at Peever, S. D., and it is likely an elevator will be erected.

The Anselm Farmers' Elevator Co. has been incorporated at Anselm, N. D., with a capital stock of \$25,000. The incorporators are Edward

P. Rhinehart, Fred C. Wall of Anselm; Marshall B. Green of Sheldon, and others.

It is reported stock is being sold rapidly in the new farmers' elevator company being organized at Osnabrock, N. D.

D. H. Corran of Oak Hill, Ill., has purchased the Western Elevator at Gettysburg, S. D., and is now in possession.

Three elevator sites have been sold at Hayti, S. D., and it is expected building will be commenced in the spring.

New elevators are to be erected at Kramer, McKenzie and Litchville, N. D., in the spring by farmers' organizations.

At a meeting of the Gibbs Grain & Fuel Co. of Grand Forks, N. D., it was voted to increase the capital stock to \$50,000.

The Robb-Cargill Elevator Co. has closed its elevator at Anamoose, N. D., for the season. John Purser has been in charge.

At Kelso, N. D., the farmers are considering the advisability of organizing for the purpose of building a farmers' elevator.

The new Abraham & Schultz Elevator at Lake Norden, S. D., has been completed and is in operation. It is the third for the town.

A farmers' elevator company has been organized at Barney, N. D., by F. W. Becker, J. J. Rehmer, C. C. Moffatt, W. J. Klosteman, J. Fettes and others.

The farmers about Baldwin, N. D., are subscribing to an elevator company, which will be capitalized at \$3,000. An elevator will be built this summer.

Siberz Bros. & Gray have purchased the old Peavey Elevator at Mitchell, S. D., from Ben W. Palmer. C. F. Niemeyer has been installed as manager.

Stock in the proposed Farmers' Elevator Co. at Emery, S. D., is rapidly being disposed of and the company will soon be incorporated with a capital of \$10,000.

The Walworth County Farmers' Grain Association has been organized at Selby, S. D., with a capital of \$20,000. An elevator will be secured at that point.

The Grain Growers' Co-Operative Elevator Co., which is being formed at Minto, N. D., is meeting with success in the sale of its stock around Minto, N. D.

John Burns and F. J. Boehmer are going to engage in the grain, fuel and ice business at Le Beau, S. D., and will erect suitable buildings as soon as a site can be secured.

The Atlas Elevator Co. has just completed an up-to-date elevator at Estelline, S. D., which replaces the one that burned last fall. It will not be opened until next season's crop is ready.

A company with \$10,000 capital is to be formed at Bridgewater, S. D., to erect a farmers' elevator. The directors recently chosen are William Kressman, Julius Jensen, John Biever, Will Quinn, Nick Scharffenburg, H. C. Burroughs, John Tierney, Harm Husemann and Paul Tschetter.

During January the Grandin Farmers' Elevator Co. was organized at Grandin, N. D., with an authorized capital of \$50,000, of which \$3,000 has been subscribed. Among those interested are Joseph Sims, N. A. Colby, J. B. Akesson, James Bell, John McKenzie, D. G. Geddes, Benjamin Cameron and others. The officers are Joseph Sims, president; J. B. Akesson, vice-president; Benjamin Cameron, secretary and treasurer.

About 100 farmers in the vicinity of Willow Lakes, S. D., have organized a farmers' elevator company at Willow Lakes, S. D., and will incorporate with a capital of \$20,000. It has been decided to purchase the old Northwestern Elevator at Willow Lakes. The directors elected were David Olsen, August Batien, John Mudhenke, J. I. Spilde and E. I. Underwood, who are to meet and choose the other officers.

Chas. Whitmore at New Buffalo, O., bought the contents of a granary owned by Lewis Sadler, a miser who had been adjudged insane, and buried in the grain he found Sadler's hoardings, amounting to \$2,255.

Late in January a grain war was on between the Farmers' Elevator Co. and the old line houses at Twin Brooks. All the elevators were paying from 5 to 7 cents above the price in surrounding towns, and wheat was being hauled as far as 30 miles to the market at Twin Brooks.

The "short course" given recently at Cedar Rapids reawakened interest in the subject of Iowa oats, which was stimulated by an exhibit of oats grown for the Quaker Oats loving cup prize. Prof. Holden gave a talk on oats and promised his assistance and that of his staff at the Ames College for the work of raising the oat crop of Iowa to a higher standard of excellence in quality and quantity.

THE EXCHANGES

Edward H. Culver has been re-elected chief inspector at Toledo and will have all his old assistants.

Option trading has been resumed on the floor of the Omaha Grain Exchange after having been discontinued for over a year.

An United States Moisture Tester has been installed by the Pittsburg Grain and Flour Exchange and will be used in inspecting grain.

W. C. Goffe, G. H. Davis, B. F. Hargis, A. J. Poor and N. J. Simonds have been elected directors of the Kansas City Board of Trade Clearing House Co.

The building committee of the Duluth Board of Trade has received bids for improvements to the building that will call for an expenditure of nearly \$100,000.

It is improbable that members of the St. Louis Merchants' Exchange will have an opportunity to vote on a proposition to make No. 3 white oats deliverable on contracts at a 5-cent penalty.

The following are the new officers of the Buffalo Chamber of Commerce: President, John W. Robinson; vice-president, Frank F. Henry; treasurer, John H. Lascelles; trustees, William H. Walker, Jr., Howard Winship, William P. Northrup and Joseph L. Whitet.

H. A. Foss has been reappointed weighmaster of the Chicago Board of Trade. Other officials reappointed are as follows: Samuel Powell, manager clearing house; Charles F. Lias, inspector and registrar of flaxseed; Robert P. Kettles, chief grain sampler; John T. Convin, flour inspector; H. R. Whiteside, hay inspector.

The annual meeting of the Washington, D. C., Grain Exchange took place January 24, and the following officers and directors were elected: P. T. Moran, president; John S. Cissel, vice-president; E. M. Anderson, secretary and treasurer; directors, Walter Roberts, H. P. Pillsbury, Howard L. Wilkins, John S. Cissel and P. T. Moran.

The dinner given at the Auditorium on January 29, in honor of E. P. Boyd, who has retired as traffic manager of the Chicago Board of Trade, was attended by 220 grain and railroad men. Mr. Boyd was presented with a silver service and addresses were made by a number of prominent railroad men.

The Burlington is alleged to be discriminating in the matter of switching and reconsignment charges in favor of the Burlington and Rogers Elevators at St. Louis, and it is announced that an effort will be made to bring the matter to the attention of the Missouri Railroad Commission and the Interstate Commerce Commission through the Traffic Bureau of the Merchants' Exchange.

The annual sale of sample tables on the Chicago Board of Trade was held on January 23. Gardiner B. Van Ness led all competitors with a bid of \$170, which compares with \$26 by S. H. Green, the highest price paid last year. Frank G. Ely paid the next highest price, \$160, for the privilege of using a section of a favorably located table. The sum realized by the sale aggregated \$4,975, compared with a total of \$2,841 last year.

R. R. Clark, manager of the Davis Milling Co., has been elected president of the St. Joseph (Mo.) Board of Trade; Wm. Burke, vice-president; John Kirby, treasurer, and J. L. Frederick, secretary. The board of directors is composed of R. R. Clark, William Burke, J. L. Frederick, J. L. Kirby, A. J. Brunswig, T. P. Gordon, F. A. Miller, A. C. Munch, A. L. Feuquay, J. C. Gregg and J. W. Craver.

The recently organized Buenos Aires Cereal Association, Ltd., of Buenos Aires, Argentina, elected directors as follows: Doctor Santiago O'Farrell, Dr. Faustino Alsina, Messrs. H. R. Lawrence, Alejandro Etcheto, Hugo Elbert, Ricardo Fernandez, Carlos Mendl, Emilio Grapiolo, Carlos Fleischer, Bartolo Bernhard, G. S. Prescott and Carlos Tompkinson. The directors in turn chose Chas. F. Mendl as president and C. W. Tompkinson as vice-president.

At the recent annual election of the Kansas City Board of Trade, H. J. Dittenbaugh was chosen president and Chas. W. Lonsdale, second vice-president. The directors named are as follows: J. A. McLiney, A. J. Poor, J. Sidney Smith, Samuel Hardin, J. E. Rahm, E. B. Russell. Under the rules, Frank C. Crowell, second vice-president, becomes first vice-president. President Dittenbaugh subsequently named his committees and they were approved by the directors. The appeals committee consists of W. C. Goffe,

B. F. Hargis, A. L. Ernst, William Murphy and A. B. Pierson. Following are the members of the transportation committee: C. W. Lonsdale, W. A. Hinchman, R. E. Kidder, B. C. Moore and T. J. Brodnax.

The G. W. Coles Co., Middleton, Conn., has asked leave to file an information in the Supreme Court against the Boston Chamber of Commerce, with a view to testing the right of that body to enforce its arbitration decisions by forbidding its members to have business dealings with offending firms. The Coles company alleges that it entered into an agreement to deliver grain to the G. W. & C. F. Eddy Co. of Boston. Upon a dispute arising the arbitration committee of the Chamber of Commerce took the matter under consideration and awarded the Eddy company \$141.73, notifying all its members to cease doing business with the Coles company until the bill was paid. The plaintiff claims that such action is contrary to Chap. 244 of the Acts of 1885, consolidating the Boston Commercial Exchange and the Boston Produce Exchange and making it the Boston Chamber of Commerce.

STANDING COMMITTEES AT TOLEDO.

Following are the standing committees of the Toledo Produce Exchange for 1908:

Transportation—F. O. Paddock, F. J. Reynolds, W. H. Moorehouse, F. Mayer, J. E. Rundell.



INSPECTOR E. H. CULVER

And His Moisture Tester, Toledo, O.

Publicity—F. I. King, W. H. Moorehouse, W. W. Cummings.

Quotations—W. W. Cummings, F. I. King, C. S. Burge.

Claims—C. S. Burge, J. E. Rundell, C. S. Coup.

Rules, Floor and Call—H. W. DeVore, F. J. Reynolds, C. S. Burge.

Rooms, Supplies and Employees—J. E. Rundell, C. L. Cutter, E. N. Crumbaugh.

Telegraph—F. J. Reynolds, F. I. King, W. W. Cummings.

Finance—Fred Mayer, W. H. Morehouse, D. W. Camp.

Judiciary—C. S. Coup, J. E. Rundell, D. W. Camp.

Elevators—W. H. Moorehouse, F. O. Paddock, Fred Mayer.

Harbor—C. L. Cutter, E. L. Southworth, F. O. Paddock.

Weights—E. N. Crumbaugh, H. W. DeVore, Fred Mayer.

The inspection committees are:

Wheat Inspection Committee—C. L. Cutter, F. J. Reynolds, W. W. Cummings, F. O. Paddock, J. C. Keller, Fred Mayer, A. W. Boardman.

Corn, Oats and Rye Inspection Committee—C. L. Reynolds, E. L. Southworth, W. H. Haskell, J. E. Rundell, H. W. DeVore, J. W. Young, H. Cuddeback.

Seed Inspection Committee—F. W. Annin, E. W. V. Kuehn, J. C. Keller, F. W. Jaeger, C. S. Burge, R. L. Burge, W. E. Stone.

BOSTON CHAMBER OF COMMERCE.

The annual meeting of the Boston Chamber of Commerce was held on January 21, when officers were elected as follows: President, Bernard J. Rothwell; first vice-president, James J.

Storrow; second vice-president, Charles H. Farnsworth.

The financial statement showed that the mortgage on the Chamber of Commerce Building had been reduced from \$115,000 to \$105,000, and that the Chamber had resources of approximately half a million dollars.

ELECTION AT PHILADELPHIA.

James Hancock was elected president of the Philadelphia Commercial Exchange at the annual election on January 28. Samuel L. McKnight was chosen vice-president and J. W. Beatty was named as treasurer. Directors were elected as follows: James L. King, Chas. T. Fox, Wm. J. Koch, John J. Felin, Walter F. Hagar and E. H. Price.

The new president advocates the removal of the Commercial Exchange from the Bourse to quarters of its own.

DULUTH RE-ELECTS OLD OFFICERS.

With a single exception all the retiring officers of the Duluth Board of Trade were re-elected at the annual meeting on January 21. The exception was J. A. Walter, who succeeds J. H. Cook as director. The officers are: President, Julius H. Barnes; vice-president, Stephen H. Jones; directors, E. H. Smith, William Dalrymple, J. A. Walter; board of arbitration, G. G. Barnum, W. S. Moore, S. A. McPhail; board of appeals, Thomas Gibson, F. E. Lindahl, H. S. Newell; committee on inspection, J. F. McCarthy, A. M. Prime, J. T. Hickman, Charles F. Haley, J. T. Pugh.

CINCINNATI CHAMBER OF COMMERCE ELECTION.

The Cincinnati Chamber of Commerce held its annual election on January 15, the following being chosen: President, Col. Thomas P. Egan; second vice-president, B. W. Wasson; treasurer, George Zehler; secretary, John D. Lindsay; directors, Charles W. Schmidt, Sigmund Freiberg, Charles E. Van Leunen, Edwin C. Skinner, Frederick Hartweg. Members of the board holding over are as follows: First vice-president, Robert P. Gillham; directors, James A. Loudon, S. C. Matthews, Harry E. Meyer, Charles Lewis, Henry M. Rubel.

MONTREAL CORN EXCHANGE ASSOCIATION.

The members of the Montreal Corn Exchange held the annual election on January 30, the following officers being chosen: President, Joseph Quintal; vice-president, Edgar Judge; committee of management, E. S. Jaques, Charles R. Taylor, W. I. Gear, C. B. Esdaile, J. S. Norris, W. W. Hutchinson and James Carruthers; chairman board of review, J. B. McLean; board of review, H. W. Raphael, Edgar Judge, T. A. Crane, J. E. Hunnsicker and T. R. McCarthy.

The committee of management held its first meeting on February 5 and elected C. R. Taylor vice-president. The rules of the association governing transactions in grain, flour and meal needing revision, the following were appointed a committee for the purpose: Joseph Quintal (president), C. R. Taylor, W. W. Hutchinson and E. S. Jaques; and to the same committee was also referred the question of the need for a more satisfactory form of elevator receipt.

ELECTION AT BALTIMORE.

As a result of the annual election Charles England is now president of the Baltimore Chamber of Commerce. The annual meeting of the exchange was held on January 27, when the following directors were chosen: James C. Gorman, George S. Jackson, Charles C. Macgill, Robert McLean and Richard C. Wells. Ten directors whose terms have not expired remain in the board. They are: Charles P. Blackburn, George Frame, John H. Gildea, Jr., E. F. Richards, Charles B. Watkins, A. F. Sidebotham, Charles England, Thomas C. Craft, Jr., Harry C. Jones and William G. Scarlett.

The directors met for organization on January 29, and Mr. England was unanimously chosen president. Other officers selected were Chas. P. Blackburn, vice-president (re-elected); Henry A. Wroth, secretary, and Jas. B. Hessong, assistant secretary. John H. Gildea, Jr., was re-elected chairman of the executive committee, and Thomas C. Craft, vice-chairman. E. F. Richards, A. F. Sidebotham and Richard C. Wells were chosen as members of the executive committee.

At the meeting on January 27, Retiring President Randall said that an elevator of 500,000 bushels should be built by the Baltimore & Ohio Railroad to replace the local elevator destroyed by fire at the Camden yards. He pointed out that the local trade amounted to 9,000,000 bushels a year. In speaking of the opportunities for

Baltimore to enlarge its trade with the South, he said that Baltimore's annual distribution throughout the South amounted to 1,000,000 bushels, but, under specially advantageous conditions, had increased to 2,500,000 bushels in one year. President Randall spoke of the needs of a third export elevator at Locust Point and of ocean freights, during which he said that Baltimore now claimed fifteen lines of steamships to Europe.

ST. LOUIS MERCHANTS' EXCHANGE COMMITTEES.

Among the standing committees named by the directors of the St. Louis Merchants' Exchange are the following:

Flour Inspection—Charles F. Sparks, chairman; Chris. Bernet, Ferd P. Meyer, Fred Hattersley, Edgar D. Tilton, John C. Fisher, Henry Burg.

Grain—John L. Wright, chairman; T. B. Morton, W. T. Hill, F. W. Seele, T. R. Ballard, Maxwell Kennedy, W. K. Stanard.

Contracts for Future Delivery—T. B. Morton, chairman; M. J. Connor, J. S. McClellan, F. C. Ortwein, J. O. Ballard.

Special Committee of Appeals—William A. Gardner, chairman; H. W. Daub, T. H. Francis, Cary H. Bacon, F. D. Woodlock, John Ring, Chas. J. Quesnel.

Market Reports—N. L. Moffitt, chairman; F. L. Wallace, E. W. Gessler, Louis Helm, Thomas K. Martin.

Traffic Bureau—Marshall Hall, chairman; William H. Danforth, Samuel Plant, F. P. Brockmann, George F. Powell, E. L. Waggoner, F. W. Seele, P. M. Hanson, A. P. Richardson.

Department of Weights—Manning W. Cochrane, chairman; O. A. Orvis, John J. Schulte, R. P. Annan, Jr., S. P. Jordan, W. A. Miller, James A. Connor.

OMAHA GRAIN EXCHANGE BANQUET.

The annual banquet of the Omaha Grain Exchange was held on January 16, about 100 members and guests being present. E. J. McVann, secretary of the Exchange, acted as toastmaster, and in opening the "feast of reason" devoted some little time to the affairs of the Exchange from an official point of view. Referring briefly but feelingly to his own gracious treatment by the Exchange, when he came to its service entirely new to the business, he continued:

"Looking back over the history of the Exchange during the four years of its existence, I think we all realize that the men who organized it builded better than they knew. I do not believe that the most sanguine among them ever thought it would be possible, within so short a time, to build up a business such as this Exchange has done during the past two years. Our neighbors at Kansas City made it a matter of public record, a few days ago, that, in their opinion, Omaha was not a market in which the values of grain were fixed. That opinion amuses me very much, and I have no doubt it will amuse you also. When you remember that during the past two years Omaha has obtained and held the enviable position of the third primary corn market in the United States, the assertion of our Kansas City friends seems laughable, indeed. Without any local consumption whatever of wheat, until Brother Updike started his mill not long ago, we have managed to drag a good deal of wheat into this market, and while we are not as great a wheat market as we are a corn and oats market, our place as a wheat market is not at all to be despised for a four-year-old.

"I think at this beginning of the year 1908 the Omaha grain market has much to congratulate itself upon. First and foremost is the fact of our new home, where we are practically all settled down together under one roof and have daily opportunity for that close personal association which is so good for men in all business. I believe that step of providing the new home and bringing all the grain men together under one roof will prove of inestimable benefit to the market, and, that, long before the period of years has gone by for which we have leased our present quarters, those of us who are gathered here to-night will have seen Omaha take its proper place among the primary markets, second only to Chicago."

J. H. Hamilton responded to the toast, "The Private Wire." E. C. Twomley spoke briefly upon the subject of "The Country Elevator," and was followed by M. C. Peters, who switched from the subject of the "Financial Situation" to "Alfalfa," and after making a number of humorous puns upon the names of the guests he predicted that Omaha was soon to become the greatest alfalfa market in the world, as it now was in the United States. Nathan Merriam responded to the toast, "Terminal Elevators and the Buyer and Distributor." He gave an amusing illustration of the ups and downs of the grain business—how young buyers usually bought at the top and sold at the

bottom. He concluded his address with an eloquent tribute to A. B. Stickney of the Great Western as Omaha's best friend and proposed the toast, "Here's to A. B. Stickney and the Great Western, hoping that the financial clouds hovering over them may soon be dispelled and that the effulgence of prosperity and success may again be theirs." The toast was drunk standing and the sentiment was greeted with cheers. Charles Berry, general agent of the Great Western of Kansas City, being present as a guest, was called for and appreciatingly acknowledged the compliment to Mr. Stickney and the Great Western. The other speakers were A. H. Bewsher, who responded to the toast, "The Commission Merchant," and J. A. Kuhn, who talked briefly upon "The Railroad Situation." Toastmaster McVann, in concluding the banquet, made a strong plea for the waterways improvements as a solution of the freight problem.

STANDING COMMITTEES OF THE CHICAGO BOARD OF TRADE.

At the January meeting of the Chicago Board of Trade directory George F. Stone was re-elected secretary. James Pettit and James E. Bennett were appointed as a committee in charge of the morning call and W. N. Eckhardt, G. B. Van Ness, E. L. Merritt, S. L. Graff and J. P. Griffin as the afternoon call committee. The resignation of E. B. Boyd as manager of the transportation department was received and accepted. The president was authorized by the directors to appoint a committee to solicit subscriptions for the relief of the destitute poor of Chicago. The following standing committees were appointed for the year 1908:

Executive Committee—Zeiss, Andrew and Clement.

Finance Committee—Pettit, Bunnell and Bunch. Real Estate Committee—Bunnell, Bennett and Rice.

Rules Committee—Griffin, Pettit and Arnot. Legal Advice Committee—Baker, Bunnell and Bradley.

Room Committee—Sullivan, Bennett and Arnot. Membership Committee—Clement, Andrew and Zeiss.

Warehouse Committee—Bradley, Bunnell and Andrew.

Grain Committee—Rice, C. B. Pierce, E. L. Glaser, J. C. F. Merrill, George A. Wegener, F. M. Bunch and J. C. Murray.

Clearing House Committee—White, Bryan and Pettit.

Market Report Committee—Bradley, White and Bryan.

Violation of Rules Committee—Bennett, Stream, Rice, Sullivan, Bradley and Baker.

Transportation Committee—Stream, Pettit, Griffin, E. L. Glaser, Rice, Bunch, W. N. Eckhardt, George E. Marcy and E. L. Merritt.

Weighing Committee—Andrew, Rice and White. Claims Committee—Arnot, Boore and Baker.

Meteorological Observation Committee—Sullivan, Boore and Arnot.

Provision Inspection Committee—Boore, Zeiss, Bunnell, A. S. White and John Roberts.

Flour Inspection Committee—Rice, B. A. Eckhardt, H. C. Pollock, I. Horner and V. J. Petersen.

Flaxseed Inspection Committee—Bunch, T. M. Hunter, George E. Alt, J. H. Milne and P. H. Eschenburg.

Other Inspection Committee—Bunch, Stream and Griffin.

Arbitration Committee on Grass and Field Seeds—A. L. Somers, Adolph Gerstenberg, George A. Wegener, G. S. Green, F. E. Winans, Charles A. Heath and T. M. Hunter.

Committee on Insolvencies—Bennett, Baker and Griffin.

Committee on Promotion—Bryan, Bunnell, Clement, White and Pettit.

The report comes to Chicago from Seattle, Wash., that Porteus B. Weare, former president of the Weare Commission Company, and prominent on the Chicago Board of Trade and Chicago Stock Exchange, had filed a petition in involuntary bankruptcy. The liabilities were given at \$1,085,647.71 and assets \$383,857.08. He gives as the cause of his difficulties the signing of notes of companies of which he was an officer. The connection of Mr. Weare with the business of Chicago commenced in 1861, and three years later the firm of P. B. Weare was organized, out of which grew the Weare Commission Company. Among the companies in which Mr. Weare was interested at the time of the failure were the Weare Commission Company, the North American Trading and Transportation Company, the Central Alaskan Company, the Chicago Terminal Railway Elevator Company and the Waukesha Water Company. Much of his assets, it was said, consists of stock in companies now bankrupt.

COMMISSION

Frank J. Currus has resigned the office of secretary of the Van Lennen Company of Cincinnati, Ohio, and is associated in partnership with W. R. McQuillan in the grain business.

Issy Landy, of the Southern Grain Company, Kansas City, Mo., was married recently to Miss Georgie Graham. He was appropriately remembered by his friends on 'change with a handsome wedding present.

Gardiner B. Van Ness of the Chicago Board of Trade left the city February 8 for a month's pleasure and rest trip in the Southwest. His journey will extend from Tucson, Ariz., up into the mountains and from thence to the coast before he returns to Chicago.

J. J. Townsend & Co., grain and stock brokers of Chicago, who have been in the Stock Exchange Building on La Salle Street ever since the building was put up, about fourteen years ago, have moved into the Counselman Building just across from the Chicago Board of Trade.

C. W. Buckley has been elected secretary and treasurer of the well-known Chicago Board of Trade firm of Somers, Jones & Co., who have offices at 82 Board of Trade Building. The firm does an extensive commission business in grain and field seeds through the West and Northwest.

W. M. Bell & Co., Milwaukee, place us under obligations for a unique paper weight in the form of a brass bell, about three inches in diameter and three and one-half inches high. It is tongueless, however, except for the modest reminder cast on the outside of the bowl of the bell itself, "Ship your grain to W. M. Bell & Co., Milwaukee."

The Stephenson-Taylor Grain Company of Memphis, Tenn., has been incorporated with a capital stock of \$10,000 to do a general grain and mill-feed business. The officers are J. J. Stephenson, president; Thomas J. Taylor, Jr., secretary-treasurer, the remaining stockholders being Thomas J. Taylor, Sr., Walker M. Taylor, M. S. McGeehee and J. C. Gillespie.

Hulburd, Warren & Chandler, stock brokers and commission merchants at 212-214 La Salle Street, Chicago, have enlarged their quarters by leasing the offices adjoining and connecting with the entrance of the new Corn Exchange National Bank Building. They will occupy the new offices as soon as they are ready, in the conduct of their stock and grain business.

Edward P. McKenna and John A. Rodgers, of W. H. Lake & Co., Chicago, have formed a co-partnership, effective February 17, to transact a general grain commission business, with offices in room 61, Board of Trade Building. The style of the firm will be McKenna & Rodgers. Both gentlemen are well known in grain circles on the board and in the territory tributary to Chicago and have wide business experience in all departments of the grain trade.

The Milmine-Bodman Grain Company of Chicago retired from business the middle of February and their open trades and receiving business was taken over by Brosseau & Co. The New York house will continue as Milmine, Bodman & Co., the principals there being Edward C. Bodman, William Engs and Charles Milmine. The Milmine-Bodman firm was started at Belem, Ill., by George Milmine in 1861. L. W. Bodman was at the head of the Chicago firm, it having been established in 1906 as the Milmine-Bodman Grain Company.

It is announced that Bartlett, Frazier & Carrington of Chicago will arrange to discontinue its New York stock and cotton business April 1, and after that date conduct an exclusive grain business. The firm holds membership in all the leading stock, grain and cotton exchanges of the country, and its line of elevators, directly and indirectly controlled, numbers between 400 and 500, with warehouses also in different parts of the West and Southwest. The firm as at present constituted, viz., William H. Bartlett, James A. Patten, Frank P. Frazier, W. T. Carrington, George W. Zeller, H. J. Patten, Charles B. Pierce, W. F. Zeller and J. T. Grier, was formed for a limited five-year partnership in May, 1901. This partnership shortly expires by limitation, and the change was decided upon on account of the bad business outlook for stocks and the great expense of keeping up this department of the business.

Iowa corn, according to the reports of the experimenting station of the Iowa State College at

Ames, runs about 40 per cent soft. Ordinarily there are considered to be 14 pounds of cob to every bushel of ear corn. Hence if a bushel of ear corn weighs 70 pounds, a bushel of shelled corn will weigh about 56 pounds. But when the corn is as damp as it is at present this ratio cannot be practically used.

A NATIONAL ARBITRATION.

S. W. Bowne Co., New York, N. Y., vs. Finch & McComb, Indianapolis, Ind., before the arbitration committee of the Grain Dealers' National Association.—Contract dated Indianapolis, Ind., July 17, 1907:—Finch & McComb sell to S. W. Bowne Co. 15,000 bushels No. 3 white oats or better at 41½ cents track New York, New York inspection and weights; shipment, August, 1907, via any one road, excluding the Baltimore and Ohio R. R.; oats not grading to be taken by buyers at market difference on day of arrival; payment by sellers' draft (allowing customary margin) at sight on buyers with documents attached as customary.

There seems to be no controversy as to the terms of contract.

On August 23, 1907, Finch & McComb shipped one car oats, car No. 98639, containing, according to their invoice, 53,440 pounds oats (or 1,670 bushels), to apply on this contract. Against this shipment they made a draft on S. W. Bowne Co. for \$600. S. W. Bowne Co. claimed it was an overdraft, and this claim appears to be correct. The draft was returned unpaid, and for this reason Messrs. Finch & McComb declined to fill the contract. S. W. Bowne Co., therefore, bought the oats elsewhere to fill the contract at 56 cents track New York, making a difference of \$2,175, which amount was charged to Finch & McComb by S. W. Bowne Co., and is the amount now claimed by S. W. Bowne Co. against Messrs. Finch & McComb.

The defendants claim that Rule 20 of the Grain Dealers' National Association Trade Rules was violated by the plaintiffs, and on this account they had the right to arbitrarily cancel the sale. If it should be admitted that Rule 20 had been violated, then Rule 22, providing for margin on drafts, was also violated, and one would be an offset to the other. However, it does not appear that the letter of the rule was violated, as the defendants were notified by the plaintiff by mail that draft was excessive, and so far as shown, no effort was made by defendants to present a draft for a proper amount.

The contract expressly states—"Payment by sellers' draft allowing customary margin," and inasmuch as a proper draft was not made, it was not incumbent on plaintiff to pay it.

The contract was not made subject to National Trade Rules, and these rules cannot consistently be insisted upon at any date later than the contract, but even if they were absolutely agreed upon by both parties, the mere technical claim, that defendants were not properly notified by telegraph, cannot be set up as a valid reason for declining to complete the contract.

It does not appear that defendants were harmed in any way by the failure of plaintiff to pay the draft referred to.

The decision of the committee is that the claim of S. W. Bowne Co. against Finch & McComb for the amount of \$2,175 is a valid one, and judgment is hereby rendered in favor of S. W. Bowne Co., the plaintiff in the case, the cost of arbitration to be paid by the defendant.

(Signed.) H. S. GRIMES, Chairman,
C. C. MILES,
E. M. WASMUTH,

Jan. 30, 1908. Committee on Arbitration.

The storage capacity in bushels of the various elevators in Kansas City is 11,280,000; the handling capacity is 2,614,000 bushels daily.

The Insurance Commissioner of Washington is instructed by the Attorney-General that it is a violation of law for a warehouse company to issue storage receipts insuring the grain from damage by fire, unless the warehouse company has been regularly authorized to do an insurance business.

Suit has been filed in the Hennepin County District Court against the Traders Grain Co., an alleged bucketshop of Superior, Wis. The plaintiffs in the case are J. H. Smith, V. S. Wisner, Clay and Walter Larimore of Larimore, N. D., and John Grothey and John Crouch of Munich, N. D. Those in the company are M. C. Wright, Superior, Wis., F. W. Densmore and G. A. Cameron, Minneapolis. It is asserted the claims against the concern aggregate \$4.22. The plaintiffs declare the company suspended business on December 26, at which time it had in its hands large sums of money belonging to the plaintiffs.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Proper Delivery by Railway.

Where a car was consigned to a grain company at a destination and billed care of the connecting carrier between point of origin and destination, and the final carrier delivered the shipment to consignee named in the bill of lading, it was held that such a delivery was proper. The court further held that a carrier may deliver goods to a consignee named in the bill of lading without the production of that document, unless it contains a stipulation to the contrary. In deciding the case the court said: "It is laid down as elementary law that the consignee is presumably the owner of the goods. He is entitled to demand a delivery of them, subject only to the right of stoppage in transitu, and therefore the carrier may safely deliver to him, provided always the latter has no notice of the limitation upon the right in favor of an adverse claimant."—N. C. & St. L. Ry. Co. v. Grayson County National Bank, 93 S. W. 431.

Construction of Contract for Corn Chops Delivered "Guaranteed."

A written contract in the form of a letter was in the following words: "Confirming our telephone conversation, please ship us one car of corn chops, 300 100-pound sacks, to Marked Tree, Ark., at \$1.12, delivered. 'Guaranteed.'" The Kansas City Court of Appeals says (Kimball-Fowler Cereal Co. vs. Chapman & Dewey Lumber Co., 102 Southwestern Reporter, 625) that it seems to it that there was no ambiguity about the contract as thus written. The terms seem to be clear that chops were to be delivered at Marked Tree at \$1.12, and that they were to be "guaranteed."

What was it which was to be guaranteed? Manifestly the merchantable quality of the chops. And, as they were to be delivered to the defendant, they were, of course, to be merchantable when delivered. Indeed, such guaranty, which meant no more than a warranty, would have been implied if the word had not been used. And so if it had been omitted, there would have been an implied warranty of merchantable quality when delivered as agreed.

This case must be judged from the standpoint of the contract made by the parties, and legal propositions as to the relative rights and duties of consignor and consignee when there is no contract containing the features of this one were not applicable.

Thrasher's Lien Law Upheld.

Section 3546 of the Revised Laws of Minnesota of 1905, creating and defining a thrasher's lien, the Supreme Court of Minnesota holds (Phelan vs. Terry, 112 Northwestern Reporter, 872), is a valid legislative enactment, and not obnoxious to either the state or Federal Constitution. It says that the claim of unconstitutionality was based upon that part of the statute which declared the lien superior to all other liens or incumbrances except those given for seed from which the crop was raised. It was claimed that this impaired the obligation of contracts and violated vested rights, in that it was an attempt on the part of the legislature to provide that a subsequently created lien should be superior to all other liens by way of mortgage, execution, or attachment previously and in good faith acquired; in other words, that a mortgage upon the property executed by the owner thereof prior to the thrashing or a prior levy thereon would be cut out by the thrasher's lien and the mortgagee or execution creditor defeated of rights which were vested before the filing of the lien statement. There was force to this contention, but it was not sound. The statute in no proper view violates either of the constitutional provisions referred to. It is upon the statute books, a part of the law of the state, and all persons dealing with the owners of crops which may be subject to the lien thereby created are charged with notice of its provisions and of the rights that may arise thereunder. If a creditor should cause execution to be levied upon the crops of his debtor, or a chattel mortgage be taken thereon, all rights thus acquired would be subject necessarily to the superior rights granted to the thrasher, who by his services puts the crop in a marketable condition.

The court holds that the lien claimant, having duly perfected his lien in accordance with the provisions of the statute to enable him to foreclose the same, may maintain claim and delivery

to recover the possession of the grain covered thereby against a person wrongfully detaining it from him. The rules and principles of law applicable to the foreclosure of chattel mortgages apply to proceedings to foreclose a thrasher's lien.

Rates on Grain and Grain Products.

There is no inflexible requirement, the Interstate Commerce Commission declares (Howard Mills Company vs. Missouri Pacific Railway Company), that rates upon grain and the products of the grain should be, under all circumstances, the same, but rather that carriers may, in just regard for their own interest or to meet special conditions, vary those rates within narrow limits. When once the relation has been established, business developed, and money expended upon the strength of it, then the carrier can not, in the absence of some sufficient reason, change that relation; nor would this Commission direct a change.

In this case, the complainant alleged that the defendants unduly discriminated against Kansas millers, in favor of California millers, by exacting rates for the transportation of flour, which were 10 cents greater per 100 pounds than the rates contemporaneously exacted by them for the transportation of wheat from Wichita and other shipping points in Kansas to points in California known as "Pacific Coast Terminals," and also by exacting rates for the transportation of flour, which were 35 cents per 100 pounds greater than the rates contemporaneously exacted by them for the transportation of wheat from said shipping points to Phoenix, Ariz.

The Commission holds that, under the circumstances and conditions disclosed by the record in this case and following decisions of this Commission in other similar cases, the flour rates between said shipping and destination points should not exceed the wheat rates between such points by more than 7 cents per 100 pounds.

WAGNER ON CORN.

Corn shrinks about 1 per cent per month. It will take two years to thoroughly dry some of the 1907 crop. Many sections of the corn belt are still flooded with the old-fashioned open weather rail pen corn cribs. Their contents in the 1907 soggy state will be further deteriorated by the winter rains and snow. Corn is health, wealth and prosperity. It fills the country with live stock, human population, railroads and banks. Corn is the true pioneer. The final government figures show only 270,000,000 bushels of corn for Iowa versus 373,000,000 in 1906. The pride of Iowa as the great corn state is gone for the moment. Illinois with its average crop of 342,000,000 corn must bear the brunt of the 1908 corn demand. Missouri is in fair shape, but little help can come from other states. Watch the Illinois movement. The movement elsewhere will never startle the trade. Iowa feeders are living the strenuous life. The Iowa corn crop is short 35 per cent, and, at the present price of corn, feeders are losing one to two dollars per hog. Final end of crop year scarcity of decent corn is infallibly indicated by the feeding situation. The big movement of corn has not materialized. Most of the receipts will grade low and will be poured into elevators to warehouse, where the accumulation of a fair stock of corn will cause surprise.—E. W. Wagner, January 18.

The man who hesitates to buy corn has not figured out its strong market position. Relatively it is far the cheapest of all grains. The shortness of the crop has yet to be appreciated. The year belongs to corn. Chicago receives 125,000,000 bushels of corn per annum. Yet the Chicago stocks of contract corn are only around 250,000 bushels. Half the annual corn crop moving period is over and there has resulted no necessary assembly of liberal reserves. Farmers are buying Yale locks for their cribs.—Idem, February 8.

Wagner's Elevator at Storm Lake, Iowa, was completely destroyed by fire on the afternoon of February 7. The fire caught from a leaking gasoline engine. The burned building contained about 15,000 bushels of oats, a car of flour and feed and some other grain. The total loss will be about \$70,000, with \$2,500 insurance.

In reply to an inquiry from the Madill Grain and Elevator Co., Assistant Attorney-General Henshaw of Oklahoma has ruled that railroad companies may be forced to build freight sidings to private warehouses, providing the expense of construction is borne by the private concern. The opinion also says that if a siding has already been constructed for a concern doing a similar business, the company may be forced to build one to the firm discriminated against.

HAY AND STRAW

Cox & Carrington of Emporia, Kan., have installed an alfalfa mill.

Robert McNicholas has opened a hay and grain warehouse at Durango, Colo.

S. Van Der Meer, a prominent hay dealer, died at his home in Vriesland, Mich., on January 17.

Wild hay took a slump from \$10 to \$7.50 at Dubuque, Iowa, on January 29, the farmers bringing in more than the dealers could handle.

A report from Harvard, Neb., says the price of hay has been materially reduced because of the open winter. It is now being shipped for \$8 per ton.

The Francis Mercantile Co. of Marietta, S. D., is baling hay at the rate of 10 tons per day and shipping it to Philip, where its warehouse is located.

Work has been started on the construction of the new alfalfa mill the Eagle Milling Co. is building at Emporia, Kan. The company is capitalized at \$5,000.

G. H. St. John, a hay and feed dealer at Superior, Wis., has taken Fred Van Buren into partnership, and the firm in the future will be styled G. H. St. John & Co.

Jameson, Hevener & Griggs of St. Paul, Minn., have canceled their contract with the city fire department to supply 350 tons of hay at \$8.30 per ton. A misunderstanding of the contract was the reason.

More than 1,000 tons of hay were burned in a prairie fire on the Elkhorn and Platte river bottoms of Nebraska on January 20. Sparks from a passing locomotive are believed to have caused the fire.

J. B. Adams, R. E. Frazier and F. W. Case have organized a \$25,000 corporation to conduct an alfalfa mill at El Dorado, Kan. The machinery has been ordered and will probably be installed by March 1.

Owing to a disagreement among the stockholders the Valley Center Alfalfa Mill Stock Food Co. of Valley Center, Kan., has been temporarily dissolved. It is understood, however, that Valley Center will have an alfalfa mill in the near future.

The Ohio Hay and Grain Co., of which J. C. Linger is manager, at Findlay, Ohio, has leased a commodious building there, in which it is now located. The company will be able to increase its business in the new location, as it affords a splendid storehouse. The Big Four Belt Line has a switch track to the building.

J. W. Berry of Clarinda, Iowa, has just completed his part of a contract calling for the shipment of 500 tons of hay to India. He practically loaded 46 cars of the product, gathered near Chariton, Iowa, in eight days. The hay was shipped via New Orleans. Mr. Berry reports a large amount of hay in that vicinity yet unsold.

Fred Larabee of the Larabee Milling Co., which is building a large flour mill at Hutchinson, Kan., is authority for the statement that his company will build a 25-ton alfalfa meal mill at that place. It is expected to be completed as soon as is the flour mill. The meal will be mixed with grain ground in the mill and will give an output of 50 tons per day.

The Kearney Alfalfa Meal Mill was completed and given a trial run on January 30 at Kearney, Neb. Arthur A. Scoutt, the manager, has taken charge, and the plant is now in active operation, with every prospect of a successful future. The plant was installed under the direction of Superintendent Duncan of the Kearney Electric Light and Power Co.

A change in the financial arrangements of the city of Binghamton, N. Y., has resulted in favor of the hay dealers, who will hereafter sell the city its hay. In the past the hay has been purchased direct from the farmers and the dealers have been cut out of their commission. Now the farmers find they will have to wait ten days or two weeks for their money.

On February 1 the following hay and straw commission rule went into effect on the Commercial Exchange at Philadelphia: The rate of commission or brokerage charges for selling hay and straw shall be one dollar per ton. In addition to the foregoing rate of commission there shall be charged inspection when official inspection is made, and the customary storage charge shall be made on all property held or carried in any manner. No rebate, drawback,

brokerage, or allowance of any kind shall be made to shippers, directly or indirectly, or through any other party or parties. Nothing in this article shall be construed to forbid any higher rate of commission being charged. The provisions of this rule shall not apply to transactions between members of this Exchange.

The hearing before the Railroad and Warehouse Commission which was to have been held at St. Paul, Minn., January 23, on the question of the reasonableness of the existing minimum weights for hay in carload lots, was postponed until March 6. A number of shippers had entered complaints against the present minimum weights, but they were not prepared with their testimony.

The receipts of hay for the week of February 8 have been below the average, and the demand has not increased to the point of urgency. Arrivals are very readily placed at full prices here quoted, and the tone of the market is firm because of the light receipts. There is good sale for No. 1 timothy or good No. 2. The poorer grades are not wanted and prices have not advanced on No. 3, as will be seen. Clover and clover mixed hay is some better than for weeks past, but the best only is really wanted. Shippers are advised to ship moderately of good hay to this market. Prices are now what they will be for the present, in fact it would be better to have sufficient receipts to hold the market where it is rather than for the prices to advance, which would increase receipts beyond real needs and cause a break in the market.—Pittsburg Hay Reporter.

The Montreal Trade Bulletin of February 7 says: "There is still a scarcity of good hay on this market, and what little supplies that are available bring top prices. What is classed this season as No. 1 hay has sold at \$16 to \$17 and extra No. 2 at \$15. Average No. 2 hay is worth \$14. There is, however, a large over-supply of poorer grades for which there is little or no demand. It is reported that there is quite a quantity of hay still held in the country that has yet to come forward. There is not much hay going forward for export, but most of the hay that has been shipped has been exported to the Glasgow market, but advices from this market state that supplies are in excess of the demand. Advices from Liverpool state there is no Canadian hay offering, but a small lot left this week for this port. The local market for straw is quiet. Prices continue easy owing to liberal offerings."

The New York Hay Exchange Association reports as follows on February 1: "It is a buyers' market throughout, and while there is as yet no heavy accumulation of unsold hay on sheds, receivers are forced to meet the situation with lower offering prices. A complete embargo was put in force on the Erie at the close of last week, but this affords little encouragement for any improvement in the near future. Under the present demand there is enough hay now in sight to keep the market supplied for some time to come. It has become very difficult to realize \$20 for even best timothy. A few buyers still take hold at that, but the outlet is very limited and quality must be right. As is usual under present conditions buyers have become more exacting as to quality, and stock billed as No. 1, which recently sold easily at \$21, now seems hard to move at \$19. The low grades have been cut right and left. Our quotations are conservative all through the list. We hear of occasional sales both above and below. The clover market is rather difficult to quote correctly. Strictly fancy light clover mixed will sell higher than our figures, but such scarce and market nominal. All good clover is firm."

Freeman, Bros. & Co., Chicago, report under date February 11: Timothy—Conditions show to be unchanged. Good hay sells readily and brings a fair price, but stocks of this class are not large. Poor hay, such as falls below the grade of No. 2, is hard to work off, even at low prices, and its shipment we discourage. Hay that has good color and is sound, even though it be mixed, is salable and should be shipped. We are not bullish on the future market conditions; the large crop, the open winter and the general financial depression are obstacles that will hold prices down. The longer you hold your hay the greater is the depreciation, and we say to you, ship now, and trust you will do so. Prairie—Market slow; demand moderate. Offerings show a little more Nebraska arriving. Timothy of good feeding quality has gotten so cheap that consumers will take prairie only when at a considerable discount, and which makes the price of medium hay slow. Only a very small portion of the crop has been moved. Oklahoma, Kansas, Missouri, Nebraska, Iowa, South Dakota and Minnesota all are holding large quantities that would move quickly should market show any advance, and the holdings being large

it will not permit of any materially higher prices, so we say to you ship whenever a fair price is obtainable. Straw—Market unchanged; stocks on track yet light, but the trade is not hungry, having filled when markets were low. Cheap straw, oat and wheat—mostly wanted.

NEW YORK STATE HAY ASSOCIATION.

A meeting of the New York State Hay Association was held on January 21 at Syracuse, N. Y., and called out a large attendance. Matters pertaining to the trade were discussed, as were ways and means to meet the declining prices. It appeared that for the past three months a loss has been following all shipments. It was estimated at that time that at least 50 per cent of the New York crop of 1907 was yet to come forward, besides the surplus from the West and the Southwest. The opinion was freely expressed that lower prices would prevail and to show a margin hay would have to meet a lower scale at the point of origination.

Several of the members took occasion to criticize the farmer, the shipper and the receiver, who have not stood by their contracts either on rising or falling markets.

One of the principal discussions centered about the Kinnie Bros. fire claim, in which they met with a loss for hay not delivered. Vice-president L. S. Strough of Lafargeville recommended that for the purpose of determining what constitutes delivery it be made a test case. A fund was contributed by the members to fight the case in the courts.

CROP REPORTS

Deputy State Grain Inspector King of Tacoma, Wash., believes the prospects of a big crop of winter wheat have never been better than now. The average is about the same as last year, but the condition appears to be better.

The Iowa Grain Dealers' Association reports 67 per cent of the corn crop of that state had left the farmers' hands February 1, as compared with 41 per cent at the corresponding date last year. The proportion of the oats crop that had left farmers' hands on the same date was 82 per cent, as against 72 per cent last year.

The wheat belt of Texas shows the crop to be up and growing finely, although the acreage is materially less than it was last year or the year before. There is no danger from the green bug, which proved so damaging last year. Prospects for corn are also flattering, especially in the Panhandle district.

It is figured that the oat crop of the world is the largest grain crop raised this season. It amounts to 3,711,000,000 bushels, against 3,648,000,000 bushels last season; 3,442,000,000 two years ago, and 3,556,000,000 bushels three years ago. United States leads, but Russia raises almost as much. Germany comes third, raising two-thirds as much as our country. France, Austria-Hungary, United Kingdom and Canada are the only other important oat producers in the order named.

Secretary Mellor, of the Nebraska state board of agriculture, in his report, issued late in January, says: "As usual, corn was the predominant crop of Nebraska, and although the 1907 crop was fully 25 per cent less in number of bushels than that of 1906. The yields of all grains in the state for 1907, as gathered by our state statistician as to our practical crops, are: Corn, 169,732,885 bus.; wheat, 46,207,658 bus.; oats, 53,622,262 bus.; rye, 1,407,699 bus.; barley, 2,264,166 bus.; potatoes, 6,262,320 bus.; hay, 4,011,648 tons; alfalfa, 1,450,759 tons.

C. F. Prouty, secretary of the Oklahoma Grain Dealers' Association, says in a circular just issued: "It is evident from the answers to letters of inquiry that Northern Oklahoma is infested with green bugs, more especially Northeastern Oklahoma. The open winter has been conducive to enormous propagation of the insects. We are fearful of an increase of the pest in the spring." In direct contradiction to this statement Prof. W. L. English, of the experiment station at Stillwater, says: "A few days ago the report was started that these bugs had been seen in different parts of the wheat sections of the state and were then eating on the young wheat. Inquiry was at once started. In almost 1,000 replies to letters sent out not one speaks of the existence of green bugs. A species of louse is said to be on Kaffir and Indian corn, but no damage is being done."

FIRES--CASUALTIES

A grain office at Leighton, Iowa, was consumed by fire on January 28.

A storage house for grain burned down at Marion, S. C., on January 25.

J. A. Small's grain store at Everett, Mass., was damaged to the extent of \$2,500 by fire on January 24.

Marcus Johnson's Elevator at Luna, Minn., suffered a nominal loss by fire in its power house, one day in January.

The North Star Elevator at Milestone, Sask., containing 16,000 bushels of grain, was destroyed by fire on January 20.

New & Kinker's grain elevator at Willow Branch, Ind., was burned down during January, entailing a \$5,000 loss. The plant was insured for \$1,500.

Fire on February 3 destroyed the elevator owned by George W. Walker & Co. at Gibson, Ill., entailing a loss of \$15,000. The plant was insured for \$10,000.

The office building and drive of the Gillet Grove (Iowa) Farmers' Elevator Co. was burned on January 31, and only by prompt action of the employees was the elevator saved.

An elevator owned by Warren Root at Medina, Wis., was totally destroyed by fire on January 30. It was nearly filled with oats at the time. The loss is nearly covered by insurance.

The Atlantic Elevator at Fairdale, N. D., was destroyed by fire during January. It is supposed the blaze had its origin in an overheated journal. About 7,000 bushels of grain were lost.

Fire destroyed the Pollock Grain Co.'s elevator and its contents at Middle Point, Ohio, on January 15, entailing a loss of \$13,000 with \$7,500 insurance. It will be rebuilt in the spring.

W. H. Young's Elevator at Kenaston, N. D., and a carload of wheat on the tracks were consumed by fire on January 14. Loss \$6,000, with \$4,000 insurance. The elevator was built last fall.

The elevator of A. F. Abernathy at Scottsville, Kan., was damaged by fire to the extent of \$400 on January 24. The loss was fully covered by insurance in the Millers' National Insurance Co.

Fire swept away the Acme Elevator Co.'s Elevator at Sarles, N. D., on the night of January 28, when 8,000 bushels of grain was burned. The loss is estimated at \$20,000. The origin of the fire is unknown.

A spectacular fire occurred in the North River at New York on the evening of January 14 when the floating elevator Empire State was burned to the water's edge and the machinery damaged to the extent of \$10,000.

The loss on Spellman & Spitzly's elevator, burned at Chesterville, Ill., in January, is placed at \$15,000. About 3,600 bushels of wheat, corn and oats were consumed. The firm carried \$6,500 insurance. It will rebuild.

Kenner & Friedman's grain warehouse at East Boston, Mass., was badly burned on the evening of January 22, causing a loss of \$4,000. Several tons of hay and a carload of oats were destroyed. The building was of brick and wood construction.

Fire was discovered in the boiler room of the Martin Elevator at Minneapolis, Minn., on January 28, but was kept under control by the employees until the fire department arrived and checked it with chemicals. The loss was about \$600.

Denhart & Alguire's Elevator at White, S. D., was completely destroyed by fire on January 13. It was insured for \$4,000 in the Millers' National, while \$13,000 insurance was carried on the stock by the Michigan Millers' Mutual and the Ohio Millers' Mutual Insurance companies.

An elevator belonging to the Sleepy Eye Milling Co. of Sleepy Eye, Minn., burned down on February 5, at Evans, Minn., entailing a total loss. The firm was insured for \$1,500 on the building and \$3,000 on the stock in the Millers' National. Several other companies are reported to be interested.

On the afternoon of January 14, fire broke out in the elevator formerly owned by Deyell & Co. at Souris, Man., but lately purchased by W. G. Lee, and within a short time the building had been reduced to ashes. The fire was first seen near the door of the elevator, and Mr. Lee opened a bin of wheat upon it with the hope of smothering it, but without avail, and the flames quickly shot up to the top of the building. The building was valued at about \$9,000 and was insured for

\$5,000. Fortunately there was very little grain on hand, and it was fully covered by insurance.

The Santa Fe Elevator at Stronghurst, Ill., was burned on the night of January 18, and about 2,500 bushels of grain were consumed. The fire started in the engine room and soon got beyond control.

An elevator belonging to R. A. Fox at Towner, N. D., was badly damaged by fire on January 25 and some 5,000 bushels of grain were badly scorched. The prompt discovery of the fire and efficient work on the part of the firemen prevented a total loss. As it was, the loss was about \$2,500, fully covered by insurance.

Fire of unknown origin destroyed the elevator belonging to the Payne-Witherspoon Wholesale Grocery Co. at Gallatin, Tenn., the night of January 18. The building and 12,000 bushels of grain were consumed. The company carried \$35,000 insurance on the building and \$6,000 on the stock. The fire was first discovered in the top story of the building.

In the fire which destroyed the grain sheds and other property of the Williams Grain and Coal Co. at Rutherford, N. J., on January 22, a loss of \$20,000 was suffered. Fully seventy-five tons of hay and 25,000 bushels of oats were stored in the sheds, to say nothing of the wood and other grains. The fire was caused by a spark from a passing Erie engine.

Fire of unknown origin completely destroyed the Globe Elevator at Waukesha, Wis., on the night of January 27. The building was valued at \$20,000 and its contents at \$17,500 by the Waukesha Grain and Produce Co., which owned it. There will be about \$4,000 salvage on the grain, while there was \$13,000 insurance. The building was insured for \$12,000.

The elevator owned by H. W. De Vore at Moffitt, Ohio, burned the night of February 6. The loss is said to be total. Insurance was carried to the extent of \$5,000 on the building and \$2,500 on the stock. Of this the Millers' National had \$4,000, the Grain Dealers' National \$1,500 and the Ohio Grain Dealers' \$2,000.

Fire of unknown origin caused \$2,500 damage to the hay house and stock of the Drage-Kiddle Co. at Council Bluffs, Iowa, on January 31. The books, office furniture, etc., were saved, but seven carloads of hay and a large quantity of flour, bran, etc., were consumed. The firm occupied the building only a week before the fire.

Two elevators were destroyed by fire at Abercrombie, N. D., on January 16. The blaze was discovered in the Monarch Elevator, which contained 3,000 bushels of grain, and quickly jumped to the Crown Elevator, containing two carloads of grain. The entire loss is estimated at \$25,000, well insured. The fire is believed to have originated probably from an overheated stove.

The Monarch Elevator at Wheaton, Minn., was totally destroyed by fire early on the morning of January 13. It was a new building and is estimated to have contained \$10,000 worth of grain. The origin of the blaze is unknown, but is believed to have been incendiary. Notwithstanding the \$15,000 loss the Monarch Elevator Co. of Minneapolis has commenced the work of rebuilding.

The Josey-Miller Grain Co.'s warehouse at Beaumont, Texas, was burned the evening of January 19, and with its contents was a total loss, estimated at \$32,000. The building was valued at \$10,000 and its contents at \$15,000, while three cars of grain standing on the tracks were valued at \$7,000. The cause of this fire is not known. The building covered almost half a block, and was isolated. It was an iron-clad building on a wooden frame. The warehouse was two stories and the elevator three stories high.

One of the severest fires of the month destroyed the Montgomery Elevator and a hay warehouse at East St. Louis, Ill., the night of January 16, when 200 tons of hay added intensity to the blaze. The fire was of unknown origin and was discovered about 7 o'clock. The hay warehouse was occupied at one end by Pendleton & Corbett and in the other by Langenberg Bros. It was nearly full of hay, and the loss is estimated to be on 200 tons of hay, worth about \$4,000, and the building, an old structure, worth about \$5,000. The elevator was known as the Montgomery Elevator, but is said to have been purchased a few months ago by the Mobile & Ohio Railroad. Fire Chief Ed Dowling said that from the rapidity with which it burned he believed the elevator was empty. The elevator itself was estimated to be worth \$25,000. Later it was reported the Mobile & Ohio Railroad had 50,000 bushels of grain stored in the building, with 25,000 bushels owned by John E. Hall. Between the hay warehouse and the elevator are several railroad tracks, each filled to its capacity with freight cars when the fire broke out. About fifty were destroyed. About thirty-five of these were loaded.

TRANSPORTATION

The Alton claims that January showed the heaviest movement of grain in its history, and that about 5,000 cars of grain were moved.

On February 24 the Erie Railroad will put into effect a new tariff on grain freight rates from Milwaukee to eastern points, via Chicago, which will make them equal with those charged by way of the cross lake route.

A statement issued in January by the car service commission of the American Railway Association declares there are 206,000 freight cars in excess of business demands in the United States and Canada.

A carload of wheat consigned to Kerr, Gifford & Co. at Portland, Ore., was the first freight shipped over the new Portland & Seattle Railroad. It was shipped from Roosevelt to Lyle, where it was trans-shipped to Portland on the Regulator steamer.

State Senator C. A. Sibley of Frontier County, Neb., has complained to the state Railroad Commission that grain rates charged by the Burlington road in that state are too high. He desires a reduction of 15 per cent below the 15 per cent reduction recently brought about by the Aldrich bill.

The Oklahoma Railroad Commission called a conference of commissions from Arkansas, Texas, Kansas and Nebraska on January 28 at Oklahoma City, for the purpose of taking matters of interstate rates out of the hands of the Interstate Commerce Commission and placing them entirely within the jurisdiction of the states interested.

The Nebraska Railroad Commission met on February 12 at Lincoln, to listen to complaints against the Burlington and Missouri Pacific railroads by shippers at Cook and towns in the vicinity of St. Louis. The complainants stated that they were charged a grain rate figured from the point to Omaha and thence to St. Louis instead of from the shipping point to Nebraska City and thence to St. Louis. The difference in rate would be two or three cents.

Peace has been declared by the Sioux City Commercial Club, which in January resolved to declare war against the Milwaukee Railroad. The road, according to the resolutions, promised to establish grain rates similar to those prevailing in Omaha, and this was alleged to be rank discrimination. There was also mention of the road's alleged refusal to fulfil an agreement made before the building of the terminal elevator, now leased to the Interstate Grain Co. The entire affair was satisfactorily adjusted on January 27.

Evidence in the case of the S. R. Washer Grain Co. against the Missouri Pacific Railroad Company, in which the plaintiff sued for \$54,000 damages as a result of alleged discrimination caused by the operation of free elevators by the defendant at Leavenworth, Kansas City and Coffeyville, was heard at Atchison, Kan., on January 20, by George W. Brown of Washington, examiner for the Interstate Commerce Commission. The claim is based on the loss of business from July 1, 1906, to July 1, 1907, and not only includes the loss on the business which should have been transacted, but the expense of operating the elevator and the elevator itself, valued at \$25,000.

Representative W. R. Stubbs introduced a resolution in the Kansas legislature on January 22, which was at once adopted, reciting that the grain freight rates from the wheat belt of Kansas are one hundred per cent higher than the rates for like service from all points on the Missouri River, per ton per mile, and that said excess of freight rate charges is working hardships to the grain growers in the wheat belt of Kansas; therefore the legislature instructs the Board of Railroad Commissioners of Kansas to employ such measures as will compel the railroads operating from the wheat belt of Kansas to the Gulf of Mexico to give that section of the country as low freight rates on grain as are enforced from any other section of the country, based on the tonnage of business and the actual cost of transportation.

Ten per cent more acreage has been seed with winter wheat around Sioux City, Iowa, than last year. The weather has been dry and there has been a lack of snow.

Various reports of the Hessian fly appearing in Kansas are received. J. W. Jones of near Sedgwick declares wheat is being seriously injured, the presence of the fly being due to the mild, open winter.

OBITUARY

W. H. Shideler, aged 45 years, a well known grain broker and a prominent member of the Chicago Board of Trade, died suddenly on January 29, at Bloomington, Ill.

James E. Gage, aged 59 years, died on January 27 at his home in Minneapolis, Minn., where he was junior member of the grain firm of Andrews & Gage. The obituary will be found elsewhere in this issue.

Henry Linebarger, of Phoenix, Ariz., died late in January, after an illness of several years. For many years he was a leading grain merchant of Stanford, Ill., where he also conducted a bank. Mrs. Linebarger and three children survive.

F. A. Lamar, aged 56 years, died at St. Joseph's hospital in Denver, Colo., on January 9. He was a native of Plattsburg, N. Y., but had resided in Denver since 1875. Mr. Lamar was prominent as a dealer in grain and hay, from which trade he retired a few years since.

Bernard McCaffrey, aged 82 years, president of the Fulton Grain and Milling Co., died at his home in Brooklyn, N. Y., on January 23. He was born in Ireland, but came to this country when a boy and lived in Brooklyn thereafter. He leaves a son, John V. McCaffrey, and two daughters.

S. Van Der Meer, aged 53 years, died at his home in Vriesland, Mich., on January 17. He was a prominent hay dealer at that place and had a large acquaintance in the trade. Mr. Van Der Meer was a member of the National Hay Association and was a regular attendant at the meetings.

George W. Higgins, aged 78 years, died at his home in Chicago on January 14. Up to the time of the transfer of his Board of Trade membership to his son, E. M. Higgins, a few months ago, Mr. Higgins was the oldest surviving member of the Board, and had paid fifty-four annual assessments. His wife, one son and two daughters survive him.

E. W. Nason, of the firm of J. C. Shaffer & Co., a former member of the Chicago Board of Trade and one of the best known of the old members, died on February 9. He was with Counselman & Co. for about twenty-five years, and had been connected with Board of Trade circles for about forty years, beginning when the exchange was on South Water Street.

Hiram S. Barnes, for many years a successful and prominent elevator owner at Minneapolis, Kan., died at his home in Marcelin, Mo., where he took up his residence about ten years ago. He had been in poor health for several years and, although a great sufferer, bore all with uncomplaining fortitude. Mr. Barnes was born in Sherman, Conn. He is survived by two sons and two brothers.

Henry Lower, aged 80 years, died at his home in Minier, Ill., on January 13, following three weeks of painful suffering, as the result of a fall on an icy walk. Mr. Lower was born in Clark County, Ohio, on August 5, 1828, and moved to East Peoria in 1859. For many years he bought grain at this place. His wife and two children survive, besides two sisters. A brother died just a week before Mr. Lower.

John H. McQueen, superintendent of the Canadian Pacific Railroad Co.'s elevator at Owen Sound, Ont., died on January 11, after an illness of only two weeks. Deceased had been in charge of the C. P. R. Elevators at Owen Sound since their establishment over twenty years ago. Prior to moving to Owen Sound he was superintendent of the elevators at Queen's Wharf, Toronto, and at Portland, Me., and was one of the best known elevator men on the lakes. He leaves a widow, three daughters and three sons, all residing at Owen Sound.

Justus C. Gregg, aged 61 years, a pioneer grain dealer of St. Joseph, Mo., where he was one time president of the city council, died suddenly of heart disease on January 15, while visiting at the home of a friend. He was a resident of St. Joseph for twenty-one years, having moved there from Burlington, Iowa, where his aged mother still lives. Besides his mother, he is survived by his wife and five children. At a meeting of the St. Joseph Board of Trade an appropriate resolution was adopted and ordered entered on the minutes of the association.

John B. Miltner, aged 72 years, who was one of the oldest grain dealers in Wichita, Kan., died January 28 at his home in that city. Mr. Miltner was a native of Germany, but came to this country when quite a young man and settled in Illinois, near Peoria. For a number of years he was engaged in the grain and stock business at Peoria, but about 1875 moved to Wichita and re-

sumed the grain business. In 1877 he operated "The Arkansas Valley Elevator Co." Later he bought "The Wichita Elevator" and continued in the grain business until the time of his death, operating under the firm name of "The Miltner Elevator Co." He was well liked and respected by his competitors in the grain business, and had many friends among the farmers and grain men in the towns tributary to Wichita.

Henry Graham Dickinson, aged 59 years, a well known operator in cash grain, died at his home in Chicago on January 18, of heart disease. He had resided in Chicago for twenty-five years. For thirty years he was connected with the firm of L. Everingham & Co., being a representative of that concern in Milwaukee prior to his moving to Chicago. For a year past he was the Chicago representative of E. P. Bacon & Co. of Milwaukee and had offices in the Board of Trade building. He is survived by his widow and three children.

William Commons, aged 74 years, senior member of the grain firm of Commons & Co., at Minneapolis, Minn., died on January 12 at the residence of his son, in that city. He had only been ill a short time. Mr. Commons has been identified with the grain business in Minneapolis since 1882, being associated with his sons, Frank W. and Howard W. Commons. He was born in Pennsylvania in 1834, and his early business life was spent in Philadelphia. He was known as one of the most experienced grain men in the Northwest. He is survived by a brother and sister, living in Wilmington, Del., and his sons, both of Minneapolis.

William H. Stout, aged 71 years, died on January 24, at his home in Fort Scott, Kan., after an extended illness. He was born at Troy, Mich., on July 4, 1837, and moved to Fort Scott with J. A. Durkee in 1869, where the two entered the grain and implement business. For 21 years the firm continued, after which Mr. Durkee retired and Mr. Stout remained as president of the Fort Scott Grain and Implement Co. His business life was most successful and of late years he contributed generously to charities. When a young man he taught school in Michigan, but resigned to complete his education in the university of Michigan. Later he became cashier in a bank at Pontiac, Ill. His wife and one son survive.

I. R. Krum, aged 70 years, for more than 25 years a leading grain merchant of Bloomington, Ill., died of blood poisoning, after a long illness. He submitted to the amputation of a leg at the Presbyterian hospital, Chicago, but the disease had gone too far to be checked. Mr. Krum was born in Green County, New York, in 1837 and in 1849 he moved to Bloomington, Ill., with his parents. While clerking in a store he earned money to provide for his education. When 21 years of age he formed a partnership with a Mr. Robinson and engaged in the grain and milling business. Two years later fire destroyed their buildings, causing a loss of \$20,000. The firm was re-established and operated with success for thirteen years, after which Mr. Krum conducted the business alone. After 1887 he resided in Chicago.

Robert Marye, aged 58 years, a prominent grain broker of Baltimore, Md., died on January 31, very suddenly while at the University Club. Death was due to heart failure. Although not possessed of a military title he was familiarly known as "Colonel" Marye and enjoyed a large acquaintance. For a number of years he was associated with Clarence Cottman in the grain brokerage business. Colonel Marye was born in 1850 at Marye Heights, Westmoreland County, Va. His parents were members of one of the oldest families of Virginia. Marye Heights, as the plantation of Dr. Marye was called, had been in the family for years, and it was on this plantation during the Civil War that a part of the battle of Fredericksburg was fought. There were in his family also three brothers and two sisters, all of whom are living. Colonel Marye was married to Helen Canby in 1882, who, with two sons, survive. Mr. Marye was one of the old members of the Chamber of Commerce, and was in daily attendance on 'Change.

The local Society of Equity held a meeting at Eau Claire, Wis., on January 17, that was chiefly notable for the overwhelming number of politicians present. Tobacco seemed to be the chief subject of discussion, and a report was adopted that recommended, "That all unsold tobacco be pledged to the tobacco growers' branch of the American Society of Equity and pools formed at convenient places in the state. That reports regarding the unsold crop be made to secretaries as soon as possible. That a fund be created by putting 25 cents for each 100 pounds sold in the treasury." They also "fixed" the price of sugar beets at \$6 per ton and ordered a newspaper started at Madison.

THE CO-OPERATIVES

The Farmers' Alliance and Elevator Co. of Fairfield, Wash., has paid 20 per cent (company's first dividend) on business of 1907.

The Kenyon Farmers' Elevator and Mercantile Co., Kenyon, Minn., handled 305,400 bushels of grain in 1907 and made some money, but no dividend was declared.

The Dennison Mercantile and Elevator Co., Denison, Minn., handled 171,476 bushels of grain in 1907 and made \$953.68 profit. A 10 per cent dividend was declared.

The Northfield Farmers' Mercantile and Elevator Co. in 1907 handled 231,058 bushels of grain and made a net profit of \$1,785.76. A dividend of 10 per cent was declared.

The Farmers' Elevator Co., Le Mars, Iowa, handled 264,335 bushels of grain in 1907. A dividend of 8 per cent was paid on the business done in 15 months, leaving a surplus on hand of about \$1,600.

The Ludlow Elevator Co., Ludlow, Ill., held its annual meeting on January 13. The balance sheet shows company resources of \$30,059.45, including book accounts of \$6,624.88. A 6 per cent dividend was paid on business of 1907.

The Iowa Farmers' Grain Dealers' Association held a convention at Fort Dodge, Iowa, on February 13 and 14. The number of co-operative companies in the Association, according to the secretary, C. G. Messerole, is about double last year's number.

The Grain Growers' Association, at the Brandon, Man., meeting in January, adopted a resolution demanding government ownership of terminal elevators; objecting to any modification of the grain act to give elevators any advantage over individual farmers in the matter of car distribution.

David H. Shapira, president of the Farmers' & Bankers' Warehouse Building Company of Texas, at Houston, has gone into bankruptcy for \$500,000, due for loans. The company was capitalized at \$2,500,000, and the plan was to erect warehouses throughout the state. Later all warehouses were to be merged under the auspices of the Farmers' Union of Texas.

The Manley Co-operative Grain Co. of Manley, Neb., has secured an order from the Railroad Commission requiring the Mo. Pac. R. R. Co. to build a switch to its elevator on the right of way. The company had been met with a flat refusal from the railroad when the sidetrack privilege was asked. The officials decided that "there were too many elevators at Manley already."

The Mabel Farmers' Stock and Grain Co. of Mabel, Minn., had a disastrous year in 1907, both in the stock as well as grain business. But the shareholders unanimously pledged themselves to make up the deficiency, and after money enough has been raised to pay up their indebtedness they will offer additional shares for sale for the purpose of increasing their working capital.

About 350 farmers from all parts of North Dakota attended a meeting of the Independent Grain Shippers' Association at Fargo, N. D., on January 16. Most of the discussion centered around the question of a terminal elevator to be owned by the Association. Those present thought the scheme could be financed, and it was decided to hold another meeting in Fargo on the last Tuesday of February to try and raise the funds for such an elevator. In this connection C. N. Cramer of Ashland, Wis., in the name of the city, offered to give the Association a site at Ashland, Wis.

DAUPHIN BRANCH G. G. A.

The Dauphin Branch of the Grain Growers' Association of Manitoba, on January 14, adopted resolutions declaring (1) the system of grading at Winnipeg "absolutely unsatisfactory;" (2) that all terminal elevators should be owned and operated by the government, and that it would be an advantage to have some interior elevators owned and operated in the same way; (3) that the grain act should be amended to provide that any shipper other than the elevator company or milling company which requires a car to be placed for them at any mill or elevator for the purpose of loading grain must give an affidavit to the station agent to whom he applies for the car to the effect that he has sufficient grain in that particular elevator or mill to properly fill said car; (4) that the general association be requested to bring to the notice of the Dominion government the hardships the farmers are suffering from in not being able to sell their cars of wheat until unloaded

in the terminal elevators and producing the warehouse commissioner's certificate, thereby taking a long time before they can get a settlement for the same; (5) that the general association be requested to take up the question of loading platforms and sidings with the railway officials with a view to securing a special siding to hold 10 or 12 cars and two platforms to accommodate four cars each, to be set aside specially for the loading of farm produce and no other business to be done on said siding from the first of September till the first of April following; (6) that the Dominion government be requested to refrain from making any changes in the grain act along the line of car distribution that would give the owners of elevators the advantage over the farming community.

FARMERS' ELEVATOR ASSOCIATION.

A meeting was held at Brandon, Manitoba, on January 14, looking to the organization of an association embracing all the farmers' elevators in Manitoba and Saskatchewan. The committee appointed at the conference held in Winnipeg in June last to call the present meeting was composed of such men as Alex Morrison of Homewood, Peter Wright of Myrtle and Arthur Shepherd of Rathwell. These men communicated with all the farmers' elevators in Manitoba and Saskatchewan, some fifty in number, asking that delegates be appointed to the Brandon meeting.

When the sitting convened in the council chambers of Brandon it was found that nineteen delegates were present, representing fifteen farmers' elevators. Alex Morrison was then elected chairman and C. E. Ford secretary of the meeting.

The meeting was not open to representatives of the press, but it is understood that it was decided to form an association to be known as The Western Farmers' Elevator Companies' Association, the object being the handling of the crops of the Canadian West in the interests of the producer.

The affairs of the association are to be administered by a board of seven directors, all of whom must be members of a Farmers' Elevator Company in good standing in the association. The directors are to be elected annually, and are to elect from among themselves a president, vice-president and secretary-treasurer. The affiliation fee for each company joining the association shall be \$10, and the annual fee thereafter \$5.

NEBRASKA FARMERS' ASSOCIATION.

The Farmers' Co-operative Grain and Live Stock Association held an annual meeting of delegates of the local co-operative companies at Lincoln, on January 23.

The resolutions adopted described in detail the competition the farmers' elevators are facing in their fight with the line elevators, which are buying grain on no margin at all in those towns where there is competition with the farmers' concerns, and are making it up in those places where there is no competition; that it is the purpose of the Association to see that the law passed at the last session of the legislature prohibiting discriminatory buying and selling at places under the same conditions is enforced, and the directors were empowered, and it is made their duty, to bring these matters of discrimination before the state Railway Commission for correction.

The idea of a closer organization was discussed, and it was agreed that the resolution providing that the secretary or some other man should spend his time in the field persuading the local organizations to enter the state Association should be passed.

The Nebraska "grain combine" [thought it was dead—killed by Senator Brown] was denounced as destroying all competition and it was declared that this Association's purpose is to assist in maintaining a competitive market in the state.

A series of resolutions was adopted endorsing Senator McCumber's inspection bill, concluding with the following:

"Resolved further, That we call upon the grain growers to get busy and lend their assistance by calling upon their representatives in Congress to support the measure.

"Be it requested that our state Association, the Farmers' Co-operative Grain and Live Stock State Association, call upon grain growers of the state to assist by way of providing the necessary funds by contribution to send a delegation to Washington to assist in securing such legislation, as we believe it will do more to break the backbone of the grain trust than any one thing that could be done."

In the course of the debate on "the good of the order," it appears that only 29 companies now are members in good standing of the state Association, with \$10 dues paid up for the year, out of 128 co-operative companies in the state.

BARLEY AND MALT

An Automatic Scale to receive barley into their maltings has been bought by the R. W. Rickel Co., maltsters of Detroit, Mich., from the Richardson Scale Co. of New York.

A report comes from Columbus, Ohio, to the effect that Ohio brewers have closed up their contracts for barley and malt for the coming year at an average of about \$1.30 per bushel.

Oscar Bierbauer, formerly president of the Mankato Malting Co., now in the bankruptcy court, has returned to Mankato, Minn., after several months of mysterious absence. His reappearance is as strange as his disappearance was.

The Canadian Pacific Railroad Co. is reported to be arranging to secure the farmers of the Canadian West a sufficient supply of barley of good quality for seed purposes. Various malting companies will supply the Ontario cleaned barley at cost price and the railroad will deliver it at a low rate.

The McCabe Elevator Co. of Duluth, Minn., has been compelled to pay duty on 20,000 bushels of barley which it is storing at Detroit, as a result of slack shipments during the last days of the season and the low demand for barley in the East. The amount of the duty was \$6,000, and the payment is the largest ever made on a single barley consignment to this country.

According to statistics compiled by Maj. P. J. Harney of Sacramento, Cal., barley growing has practically driven the wheat industry of the Sacramento Valley out of business. Records show that during the last eight or nine years thousands of acres formerly devoted to the raising of wheat have been given over to barley. Where in 1899 the up-country shipping points sent out thirty-two sacks of wheat to every sack of barley, the same places are now distributing seven sacks of barley to every one of wheat.

URGE BARLEY CROPS.

The Van Dusen-Harrington Co. of Minneapolis, Minn., lately sent out a circular letter to hundreds of farmers in North Dakota, urging that attention be given the cultivation and marketing of barley. The letter, among other things, reminds North Dakota farmers that for twenty years they "have used poor seed and utilized barley for cleaning lands, and for that reason they receive from 5 to 10 cents per bushel less for their crop than southern Minnesota farmers. If they will now select their seed properly and put the crop on land free from kingshead and other foul weeds they will receive good prices for the product and will realize as they never have before that barley is one of the very best of income-producing crops. They should understand, however, that the seed must be mellow in color, reasonably plump and entirely free from foul seeds or smut; and we advise strongly that the seed be secured in North Dakota if possible."

DIRT IN RUSSIAN BARLEY.

A letter to the Liverpool Corn Trade News from Nikolaieff says:

"Barley received here is becoming dirtier, and cargoes fall off accordingly. Foreign customers are indignant at the adulterations and demands for arbitration come in thick and fast. Parcels containing 16 to 20 per cent of admixture, which, of course, cannot be termed fair average quality, are said to have been shipped from this port. Nor are foreign clients willing to buy parcels with 9 to 12 per cent admixture, which percentage, however, is very rarely met with, and now and then demands for a quality guarantee of 3 to 5 per cent are expressed.

"Unfortunately, the preventive measures are somewhat belated, and the respective importers will soon realize the fact that under these conditions no business can be done, for there exists no such goods here. Had these measures been introduced at the beginning of the season, the agents would have refrained from dropping sand and dirt into barley. Needless to say, that in view of the advanced period, it is a matter of sheer impossibility to clean the stocks of the filled magazines, containing 18 to 20 per cent barley, of the 3 to 5 per cent dirt.

"As I am informed from Hamburg, the introduction of a clause re adulterations has therefore not been resorted to, as in view of the precarious state of most of the local exporters, such a step would merely aggravate matters. Any anxieties on this point, however, are groundless, if, as has already been done for years with the best results for shipments to England and France, the intro-

duction of certificates by the local exchange committee, containing data in reference to the quantity effectively shipped, quality, weight and admixture, were demanded. It is to be remembered that the certificate would in no wise alter the conditions of the contract. The certificate would, first of all, enable the buyer to form a pretty good idea of the goods expected, and, secondly, the quantity shipped being given in the certificate in pounds of 36.36 pounds, while, according to the contract, there are reckoned only 35¼ pounds per poond, the final invoice would be always in his favor, and could thus hold the shipper in his hands. Why certificates and admixture clause, for the introduction of which the few serious firms of this place have been agitating for years, have not been inserted long ago in the contracts remains an enigma."

RAISING HANNA BARLEY.

L. R. Waldron, superintendent of the sub-experimental station at Dickinson, N. D., has issued an interesting report regarding barley under field trial. His experiments were with two strains of Hanna, the Mansury and the Mandscheuri. A hullless variety was also tried but was classed differently. The Hanna and the Mansury barley are two-rowed varieties, while the Mandscheuri is a six-rowed variety. The yields in bushels per acre of these varieties were as follows: Hanna No. 95, 51; Hanna No. 105, 52; Mansury, 40; Mandscheuri, 16. The six-rowed variety, the Mandscheuri, looked about as good as the others up to August 15, or about five days before the barleys were ready to cut. On that day a wind prevailed which thrashed the six-rowed barley almost completely, while the Mansury and Hanna varieties were shelled only slightly. Another thing to be said in favor of some of the two-rowed varieties is that they have the habit of dropping the beards before they are ready to cut. As one of the chief objections to barley raising is the presence of the beards, this habit of dropping them in some of the two-rowed varieties will be a boon to barley raisers. Perhaps the Primus and the two-rowed Mansury have this habit developed as well as any of the varieties. It is a well-known fact that the Primus barley is one of the best brewing barleys known."

DRYING MALTING BARLEY.

In view of the unfavorable character of the weather during the harvest season and the probability that a good deal of the barley crop may have to be harvested in anything but a properly dry condition, it is interesting to report the experience of the Tuborg Brewery, Copenhagen, with malting barley that had been dried by artificial means. The barley was stored for six months after drying, and during that time kept perfectly sweet, without any sign of heating. Steeping was complete eighteen hours earlier than similar barley that had not been dried, and germinated more quickly, though less uniformly than the latter. On the malting floor the dried barley was somewhat "hot" at first, and, therefore, needed more aeration and cooling; but from the fifth to the eighth day all difference between the dried and undried barley disappeared, and the growth of the former became normal. In both cases a satisfactory green malt was obtained. The great advantage of artificial drying is experienced during the storage of the barley previous to malting, the dried barley keeping perfectly sweet in the silos for six months, without needing to be turned, aerated or manipulated in any way, which would not have been the case if it had been stored in an undried state.—Woch. für Brauerei.

CULTIVATION OF MALTING BARLEY.

Bauer gives the following "golden rules" for the cultivation of malting barley. For early sowing, preference should be given to seed that is low in protein, but plump, of good germinative power and capable of producing stout straw with a small number of joints. The dressing with nitrogenous fertilizers should be reduced to a minimum, and the crop should be preferably taken in the third or fourth course of the rotation. If it be necessary to crop with barley during the second course, a good manuring should be given in good time with potash, lime, phosphoric acid and salt (if necessary). A copious dressing for roots or barley is beneficial to subsequent crops, and it is only by full manuring that high yield and prime quality can be obtained. Potash and soda increase the starch and sugar content, and diminish the percentage of protein; lime and phosphoric acid strengthen the straw and prevent laying, an indispensable condition to the normal nutrition of the plant. As regards the quality of seed and width between the rows in drilling, the happy mean is best. Hoeing in the spring checks the loss of moisture from the soil by evaporation.—Wochen-schrift für Brauerei.

LATE PATENTS

Issued on January 7, 1908.

Brush Drive for Grain Cleaning Machines.—Charles H. Scott, Minneapolis, Minn. Filed September 27, 1904. No 875,854. See cut.

Dump and Elevator.—Dennis Houghton, Petersburg, Ill. Filed May 2, 1907. No 876,056. See cut.

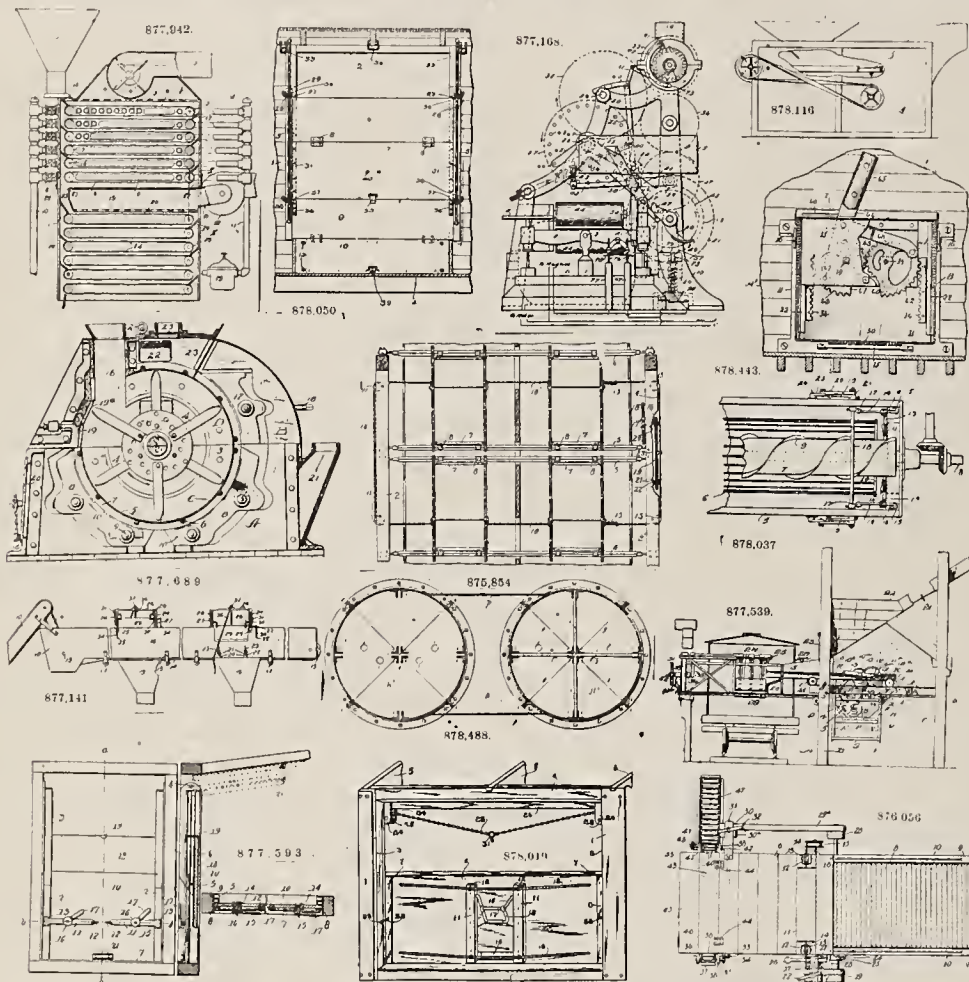
Issued on January 21, 1908.

Conveyor.—Theodore C. Thompson, Roberts, Ill. Filed February 18, 1907. No 877,141. See cut.

Automatic Weighing Machine.—Robert Y. Bradshaw, Chicago, Ill. Filed February 15, 1906. No. 877,168. See cut.

Issued on January 28, 1908.

Car Loading Apparatus.—Freeman R. Willson,



Jr., Worthington, Ohio, assignor by mesne assignments to The Jeffrey Mfg. Co., Columbus, Ohio. Filed August 21, 1902. Renewed June 20, 1907. No. 877,539. See cut.

Grain Car Door.—Andrew Peirano and William Greenwood, Wilson, Kan. Filed April 9, 1906. Renewed July 18, 1907. No. 877,593. See cut.

Shredding Machine.—Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed May 26, 1906. No. 877,689. See cut.

Shredding Machine.—Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed March 18, 1907. No. 877,690.

Issued on February 4, 1908.

Grain Drying and Cooling Machine.—Stephen J. McCarthy, Galveston, Texas. Filed May 17, 1907. No. 877,942. See cut.

Grain Car Door.—Matthew Reid, Somerset, Manitoba, Canada. Filed May 29, 1907. No. 878,019. See cut.

Cob Gate for Corn Shellers.—Andrew H. Berns and Herman A. Berns, Chebanse, Ill. Filed February 25, 1907. No. 878,037. See cut.

Grain Door.—Winfield S. Driskell, Gretna, Neb. Filed April 26, 1906. No. 878,050. See cut.

Method of Separating Buckhorn and Plantain Seeds from Clover Seeds.—Joseph P. Burgess, Depauw, Ind. Filed October 25, 1906. No. 878,116. See cut.

Conveyor.—Freeman R. Willson, Jr., Worthington, Ohio, assignor by mesne assignments to The Jeffrey Mfg. Co., Columbus, Ohio. Filed March 28, 1905. No. 878,170.

Grain Chute.—Aranza G. Young, New London,

Conn. Filed October 31, 1907. No. 878,443. See cut.

Grain Tank and Elevator.—John W. Tobin, Minneapolis, Minn. Filed April 28, 1906. No. 878,448. See cut.

RESULT OF IGNORANCE.

Two-thirds of the masses, outside of the trade, appear to think hoards of trade are secret societies, where hold-up games are frequently played. Congress has confused Wall Street's hunc game of watered stocks with other speculation. They think all speculation should be restricted. They do not discriminate between legitimate and illegitimate. They, like Wall Street, appear blinded to the fact that the recent depression was largely due to loss of confidence in stocks because they have been grossly watered by such fiends as Harriman, Rogers, and many other multi-millionaires. Public would not object to a little honest good-will being injected, but they do to highway robbery, such as every investigation in New York has revealed. Stocks

PERSONAL

James Hogan has been placed in charge of an elevator at Gibbon, Minn.

Charles Erickson succeeded August Peterson as agent for the Eagle Elevator at Echol, Minn.

H. H. Younker has been engaged to succeed Henry Smith in the Dreyer Grain House at Aplington, Iowa.

Joe Kiner of Wentworth, S. D., has gone to Lake Norden to buy grain for the Adraham & Schultz Co.

W. A. Haney has succeeded H. M. Hoop as manager of the Baden Elevator Co.'s elevator at Udall, Kan.

Henry Hanson of Bellingham, Minn., has become grain buyer for the Northwestern Elevator Co. of Loushurg, Minn.

A. G. Marrow of Battle Lake, Minn., has gone to Eastedge, N. D., as buyer and manager for the Farmers' Elevator Co.

W. J. Lamh has been chosen secretary of the Hoag Elevator Co. at Beatrice, Neb., to succeed H. D. Odell, who resigned.

Julius Funk, manager of Funk Bros.' Seed Co. at Bloomington, Ill., was married on January 16 to Miss Anne Sorrel of Dallas, Tex.

A. R. Thompson, agent of the Star Elevator Co. at Jamestown, N. D., has closed his house for the season and is now at Duluth, Minn.

B. Bertrand, a former elevator agent at Swanville, Minn., has again taken charge of the elevator there, in place of George Williams, who lately resigned.

Walter Norelius, formerly hookkeeper in E. A. Brown's office at Luverne, Minn., has been transferred to Clear Lake, S. D., to take charge of Mr. Brown's elevator.

Dcan Knapp, who has been in charge of the Overton Elevator at Manchester, Kan., will be transferred to some point in Oklahoma, the Manchester Elevator having been sold.

J. E. Mathews, a grain dealer at Topeka, Kan., for more than twenty years, is candidate for county commissioner. He was successful in business, but retired after he had secured a large farm.

Ed. Lundquist has resigned as manager of an elevator at Granite Falls, Minn., owned by a Minneapolis firm, and will return to his home at Kandiyohi, Minn. He expects to remain in the grain business.

J. S. Howard has been relieved from the management of the Farmers' Grain & Supply Co.'s warehouse at Washtucna, Wash., south of Spokane, and is succeeded by Dave Carter, who has for years been an employee at the warehouse.

Oscar Bierbauer, formerly president of the Mankato Malting Co. of Mankato, Minn., whose strange disappearance was reported several months ago, has as mysteriously returned. He is too sick to discuss business or even to be asked in regard to his past whereabouts, but it is said by his family that he was in a sanatorium in Michigan. His reappearance seems to be about as mysterious as his disappearance. The malting company and Bierbauer's personal estate are in the hands of F. K. Meagher, trustee in bankruptcy.

WISCONSIN TAX CASE.

The Supreme Court of Wisconsin has affirmed the right of the city of Superior to tax grain in transit hut in store in grain elevators in that city on day when the assessment is made for taxation purposes. The case was that of the Glove Elevator Company, which resisted the payment of taxes on grain found in its elevators on May 1 of each year. The lower court decided against the complainant, and this judgment the Supreme Court has now sustained.

Captain John Smith of Pocahontas fame was the first man to recognize that America was an agricultural El Dorado. The Spanish and early English came for gold. Captain John Smith made the settlers plant and cultivate—corn leading in point of attention. To-day the wealth of the United States is not in the mine hut in the corn belt. Value of the United States corn crop in 1907 totaled \$1,340,000,000, whereas the entire gold production of the world only equaled \$410,000,000. Corn—good corn—is the backbone of the nation and will sell at 75 cents.—E. W. Wagner.

MICHIGAN MILLERS' MUTUAL FIRE INSURANCE COMPANY.

The twenty-seventh annual report of the Michigan Millers' Mutual Fire Insurance Company of Lansing, dated January 1, 1908, shows a satisfactory increase in the volume of business in 1907 and a saving of 55 per cent to members in the cost of their insurance. The financial statement is as follows (somewhat condensed):

ASSETS.	
First mortgage bonds.....	\$ 122,350.00
Collateral loans	3,500.00
U. S. government bonds (market value).....	4,294.50
Municipal bonds	442,257.12
Home office building.....	6,000.00
Cash in banks and office.....	117,325.79
Interest due and accrued.....	13,020.29
Premiums due (net).....	45,879.44

Cash assets	\$ 754,627.14
Premium notes (net value).....	1,862,005.91

Total assets

LIABILITIES.

Losses in process of adjustment	\$ 21,387.62
Reinsurance reserve	274,549.21
Total liabilities	\$ 295,936.83

Net assets

Net cash assets.....

There were 57 losses in excess of \$1,000 and 641 minor ones, all aggregating \$262,946.90. The losses of the company for 27 years have aggregated \$2,029,354.79; but in the meantime the net cash assets have increased from nothing in January, 1881, when the company was organized, to \$458,690.31 on January 1, 1908; while the saving to members has run from 30 per cent, the minimum, to 55 per cent for 1907.

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS.

The thirty-first annual statement of the Millers' Mutual Fire Insurance Association of Illinois, A. R. McKinney, secretary, dated Alton, Ill., January 1, 1908, says the annual losses for 1907 (\$116,523.11) were slightly in excess of those of 1906, but the amount of insurance was much larger and income was so much larger that the rate of assessment was decreased to but 40 per cent of basis rates, and still the net cash surplus was increased \$20,545.96. The assessments were lower than ever before. The financial statement is as follows (somewhat condensed):

ASSETS.

Railroad, school and municipal bonds (market value)	\$ 257,030.35
Mortgage loan	6,000.00
Real estate	3,000.00
Interest accrued	4,832.82
Premiums and assessments unpaid.....	4,749.28
Checks and drafts in office.....	46.95
Cash in bank	60,379.45

Total cash assets	\$ 336,038.85
Deposit notes, net value.....	1,181,343.88

Total gross assets

LIABILITIES.

Unadjusted losses	None
Unpaid losses	None

Gross surplus to policyholders.....	\$ 1,517,382.73
Net value of notes (deducted).....	1,181,343.88

Cash surplus	\$ 336,038.85
Reinsurance reserve	101,406.93

Net cash surplus

Losses incurred during the year.....	\$ 113,646.93
Losses paid during the year.....	116,523.11
Losses paid since organization.....	1,209,633.24

Amount of insurance in force.....	\$13,551,441.39
Face value of notes on which to levy assessments	1,701,351.60

GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION.

Following is the advance financial statement of the Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Iowa, dated January 1, 1908, by F. D. Babcock, Secy.:

Balance ledger assets, Dec. 31, 1906.....	\$ 16,706.02
Receipts from assessments.....	\$144,750.91
Less refunded.....	\$13,926.56
Less paid for reinsurance.....	30,539.14
Receipts for rent.....	186.25
Receipts for interest.....	236.62
	\$100,708.09
	\$117,414.10

DISBURSEMENTS.

Paid losses.....	\$44,997.06
Deduct reinsurance.....	4,770.30
Paid agents.....	18,139.38
Paid officers, directors and employees	12,065.90
Paid adjusting and inspection.....	1,640.25
Paid postage.....	657.73
Paid taxes and department fees	467.95
Paid incidental expenses, printing and advertising.....	1,634.83
Paid dividends on January, 1908, expirations.....	322.97
	\$ 75,455.77
Balance	\$ 41,958.33

LEDGER ASSETS.

Real estate.....	\$ 6,058.62
Furniture and fixtures.....	1,949.54
Due from agents and other insurance companies.....	6,789.83
Bills receivable.....	91.90
Cash in treasury.....	27,068.44
	\$ 41,958.33

OTHER ASSETS.

Assessments in course of collection.....	\$ 6,239.43
Stationery, fire maps and supplies.....	500.00
Real estate above book value.....	1,500.00

Total assets.....

LIABILITIES.

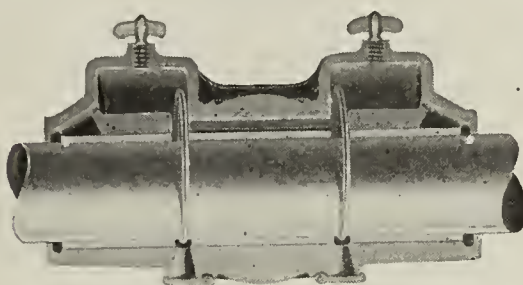
Losses unadjusted (all for other companies).....	\$ 2,735.00
Losses resisted.....	2,000.00
	\$ 4,735.00

Dec. 31, 1907, net assets.....

Risks in force, \$6,927,000.

THE VITALS OF AN ATTRITION MILL.

One of the most important points about an attrition mill is to see that the shaft is scientifically lubricated. The cut below shows the Scientific Ring Oiling Bearing. It furnishes the most reliable and satisfactory means of through lubrication known to engineers to prevent undue friction and hot bearings. The construction of the Scientific Ring Oiling Bearing is such that a constant flow of oil is carried to



SCIENTIFIC RING OILING BEARINGS.

the top of the shaft journal where it is distributed throughout its entire length. These oil rings are electrically welded. By the use of this bearing, none of the oil is wasted, as the oil returns to the oil reservoir and is used over and over again. By this arrangement only ordinary care is required of the operator, and if a small quantity of oil is added to the reservoir occasionally, it will insure a sufficient supply at all times. Hot bearings are unknown on Scientific Attrition Mills when the reservoirs are supplied with oil.

Remember, that when you order a Scientific Attrition Mill that it will be built to do your work. Some builders will tell you that their mills will grind anything. So they will, but how? Scientific Attrition Mills, when built to do your special work, will do that work better, at a greater saving and with more profit to you than any other mill on earth. The Scientific guarantee, the one that means much to you, goes with every mill.

THE FOOS MFG. CO., Springfield, Ohio.
(Builders of Attrition Mills since 1878.)—Adv.

Mr. Moneybags (showing relative through board of trade)—“A man paid \$3,500 for a seat on the board the other day.” Country Cousin—“I wondered why those fellows were all standing up.”

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

LINE OF ELEVATORS FOR RENT.

We have for rent on favorable terms a well-located line of country elevators in Illinois; gasoline engine equipment; good territory and good shipping facilities. Address

H. J., care "American Elevator and Grain Trade," Chicago.

MACHINERY

FOR SALE.

One 40-horsepower gasoline engine, in good condition. Address

W. H. VANDER HAYDEN, Ionia, Mich.

ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

FOR SALE.

Two U. S. Moisture Testers (Greiner make with glass flasks) for gas; slightly used, but good as new, \$25 each.

HESS WARMING & VENTILATING CO., 909 Tacoma Bldg., Chicago, Ill.

FOR SALE.

One No. 7 Monitor Oat Clipper. Also feed crushers and grinders, gas and gasoline engines, boilers and elevator supplies of all kinds.

A. VAN CAMP, Decatur, Ind.

FOR SALE.

One No. 9 Monitor Oat Clipper.
One Fairbanks Hopper Scale, capacity 60,000 pounds.

ROSENBAUM BROS., 77 Board of Trade, Chicago, Ill.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

FOR SALE.

Three gasoline engines.
Three Fairbanks Scales.
One seed cleaner.
One power freight elevator.
One scouring machine.
One Monitor Grain and Seed Cleaner.
Some pulleys, shafting, collars, hangers and belting, practically as good as new. Write for particulars and prices.

JOHNSON & SON, Goshen, Ind.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

SPECIAL EXCHANGES.

Elevator, warehouse, plat of ground, six-room house, lots; central Illinois town of 2,500; fine grain section; an excellent grain, flour, feed and hay business; equitable deal for good farm or income property up to \$15,000.

640 acres, Cass County, N. D., all tillable, level, good, productive soil; two sets improvements, well located. Price, \$50 per acre; want good elevator and grain business.

\$6,000 four-story mill and elevator, on Big Four Ry., Lawrence County, Ill.; good territory. Want good Illinois farm equal value.

Real estate and business exchanges, write.

B. B. WATSON, Box 100, Barry, Ill.

ELEVATORS WANTED

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FIELD SEEDS

For Sale Kansas-grown Alfalfa, Millet, Cane, Kaffir Corn and a full line of other Field and Garden Seeds. Ask for price list and special quotations.

The Barteldes Seed Co., Lawrence, Kan.

INDIANA SEED OATS

Will your lightweight oats do for seed? We have CHOICE, HEAVY SEED OATS.

FOX & DAVIS, TIPTON, IND.

CLOVER

Send samples and get our bid before selling Clover or other Field Seeds.

THE ADAMS SEED CO.

DECORAH,

IOWA

ROOFING AND SIDING.

SYKES STEEL ROOFING CO.

114 W. 19th Place, Chicago



MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS

PITTSBURG

We Want Alfalfa Hay

Shippers of ALFALFA should communicate with us regarding prices and shipments. Pittsburgh is the best market in the world.

Liberal advances on consignments.

DANIEL McCAFFREY'S SONS CO.

PITTSBURGH, PA.

References: Duquesne Nat. Bank. Washington Nat. Bank.

H. G. MORGAN

THE PITTSBURG HAY MAN

Ear Corn, Oats and Hay

PITTSBURG, PA.

D. G. Stewart & Geidel

GRAIN, HAY AND FEED

RYE A SPECIALTY

Office 1019 Liberty St.

Pittsburg, Pa.

Proprietors Iron City Grain Elevator. Capacity

300,000 bu.

MINNEAPOLIS



F.H. PEAVEY & CO.

MINNEAPOLIS,

GRAIN RECEIVERS

Consignments Solicited.

MINN.

MILLING WHEAT A SPECIALTY

Marfield, Tearse & Noyes

Inc.

GRAIN COMMISSION

CONSIGNMENTS AND ORDERS FOR FUTURES SOLICITED.

Offices: Chicago, Milwaukee, Minneapolis, Duluth. Private wires: Chicago and New York.

511-514 New Chamber of Commerce, Minneapolis, Minn.

DETROIT

A. S. DUMONT

R. C. ROBERTS

R. L. HUGHES

Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce
DETROIT, MICH.

Merchants Exchange
DECATUR, ILL.

Consignments Solicited.

Ask for our Bids and Quotations.

CAUGHEY & CARRAN

DETROIT, MICH.

Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

OFFICES: 620 to 624 Chamber of Commerce

ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

MILWAUKEE

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

Mohr-Holstein Commission Co.

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

CHICAGO

MINNEAPOLIS

J. V. LAUER & CO.

Grain Commission

BARLEY A SPECIALTY

Ship us your next car

Chamber of Commerce

MILWAUKEE, WIS.

The Franke Grain Company

Receivers and Shippers of

GRAIN AND MILL-FEED

Rooms 43-44 Chamber of Commerce
MILWAUKEE, WIS.

OUR SPECIALTIES:

Making Barley

Milling and Distilling Rye

FAGG & TAYLOR, Shippers
MILWAUKEE, WIS.

B. G. ELLSWORTH, President

H. H. PETERSON, Vice-President.

E. H. HIEMKE, Secretary

L. Bartlett & Son Co.

GRAIN

COMMISSION MERCHANTS

Room 23 Chamber of Commerce Building
MILWAUKEE, WIS.

ST. LOUIS

Daniel P. Byrne & Co.

General Commission Merchants

SUCCESSORS TO

Redmond Cleary Com. Co.

Established 1854

Incorporated 1887

Grain, Hay, Mill Feed and Seeds
Chamber of Commerce, St. Louis, Mo.

SLACK-FULLER GRAIN CO.

RECEIVERS AND SHIPPERS

OF

GRAIN

CONSIGNMENTS SOLICITED

208 Merchants' Exchange

ST. LOUIS, MO.

DECATUR



OUR BIDS ARE GOOD ONES.

GRAIN RECEIVERS

TOLEDO

C. A. KING & CO.

The Golden Rule grain and seed firm of Toledo. Try them on futures, grain, seeds and provisions, Toledo and Chicago. They give GOOD SERVICE. Send them your Toledo consignments of seeds and grain if you want TOP PRICES. Accept their bids. Since 1846 they have passed through panics, wars, floods and fires. Ask for their SPECIAL reports. Read Boy Solomon's sermons.

Be friendly.

Write occasionally.

Frederick W. Rundell

James E. Rundell

ESTABLISHED 1877

W. A. RUNDELL & CO.
Grain and Seeds

CASH AND FUTURES

Consignments Solicited

Ask for our Daily Grain Bids

Room No. 33 Produce Exchange, TOLEDO, O.

The J. J. Coon Grain Co.

GRAIN, SEEDS AND FEED

61 Produce Exchange

TOLEDO, OHIO

CONSIGNMENTS SOLICITED CASH AND FUTURES

The Cuddeback Grain Co.

We buy track elevator for direct shipment to interior and eastern markets
Futures handled in Toledo or Chicago
Special attention given consignments

32 Produce Exchange, TOLEDO, OHIO

REYNOLDS BROS.

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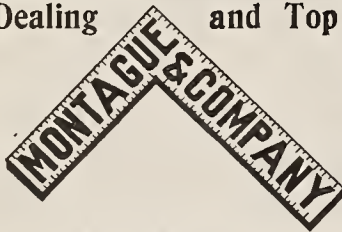
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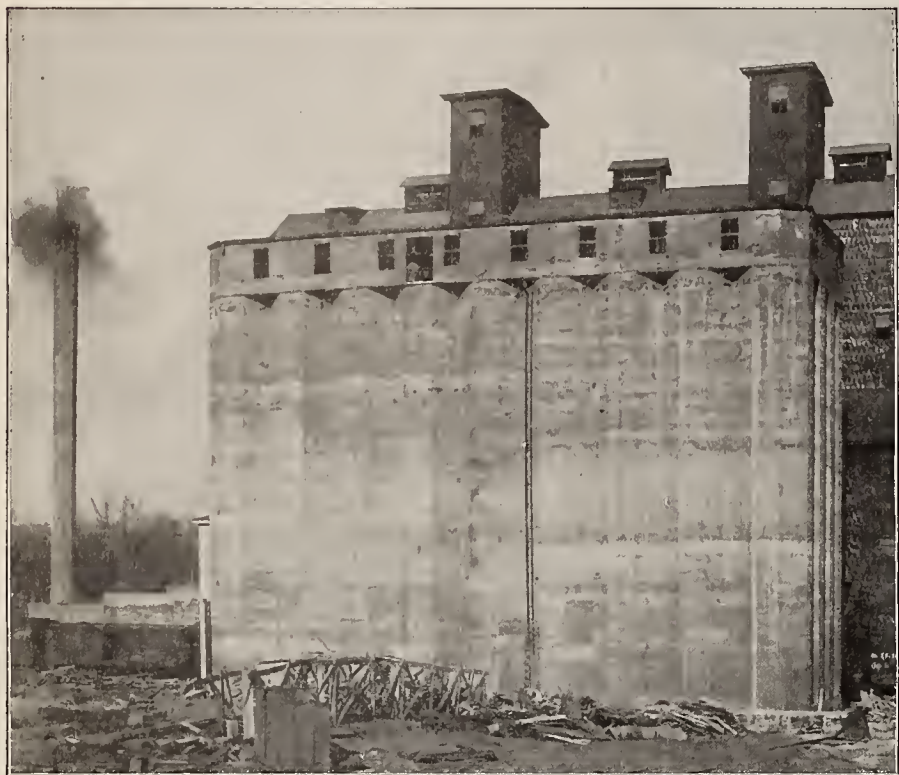
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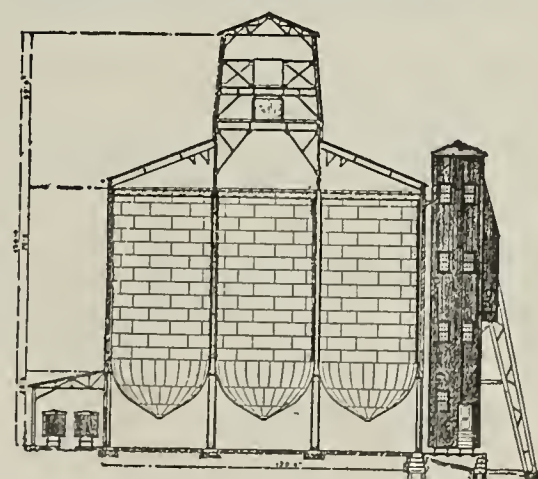
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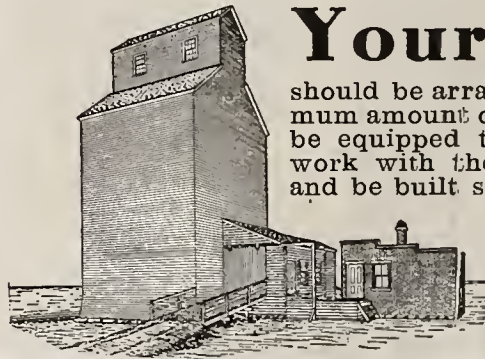
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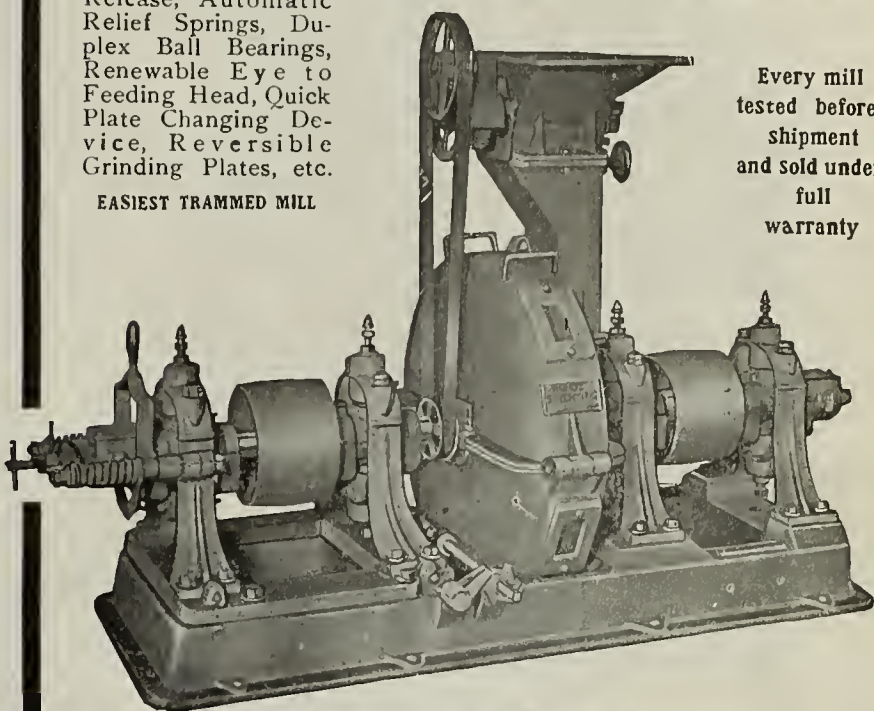
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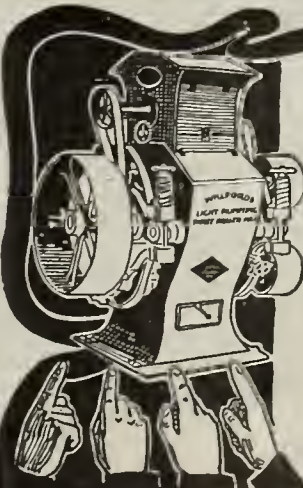
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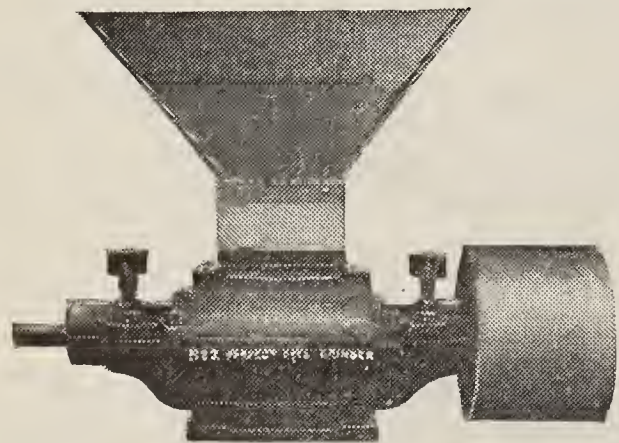
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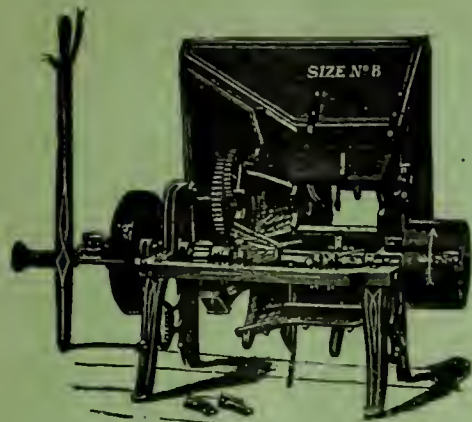
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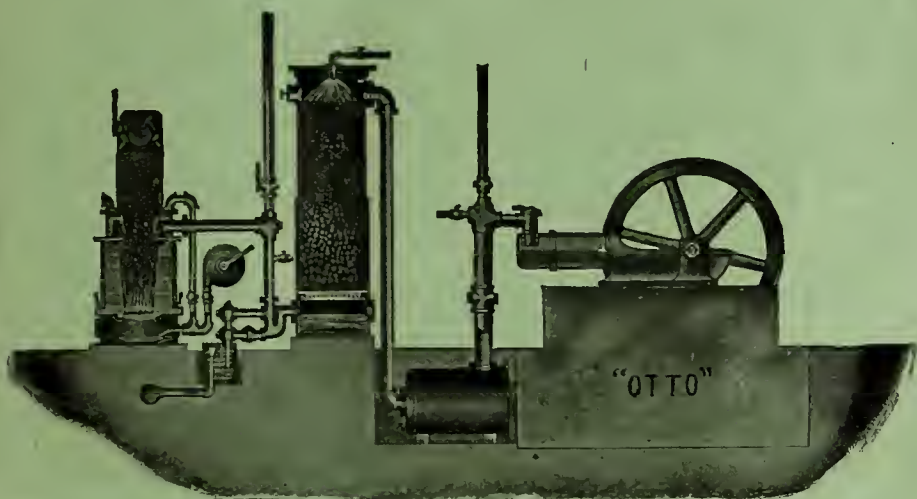
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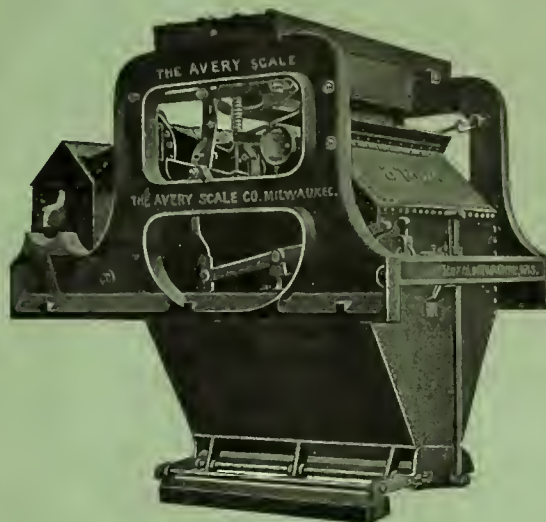
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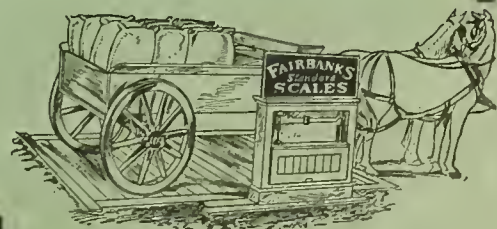
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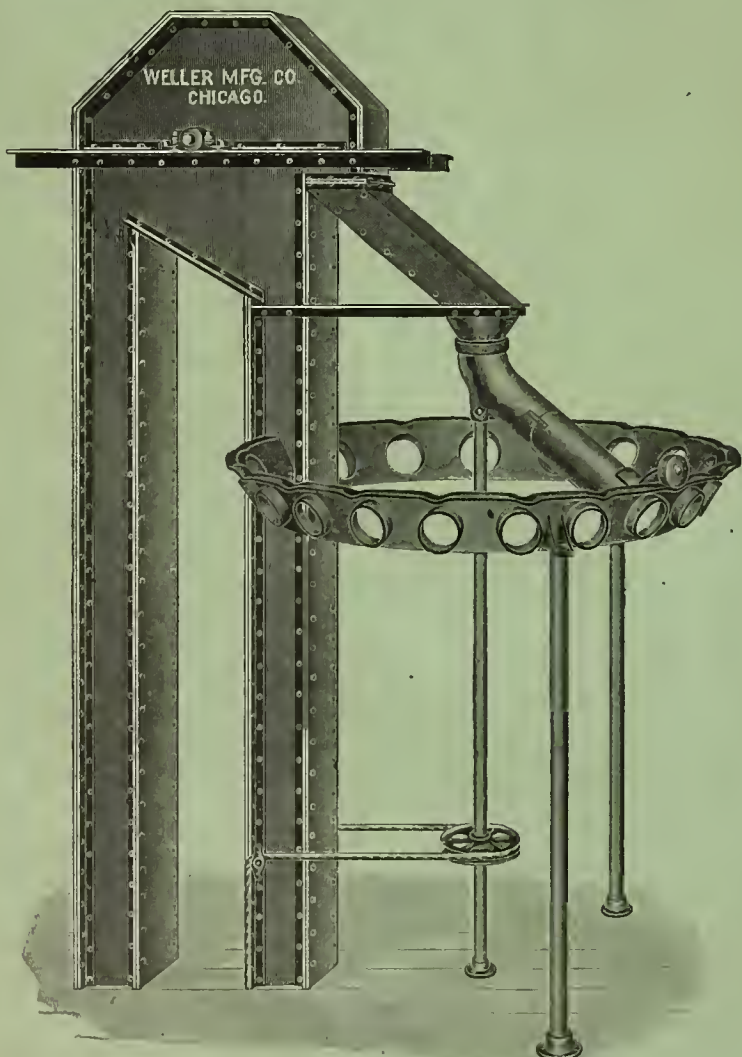
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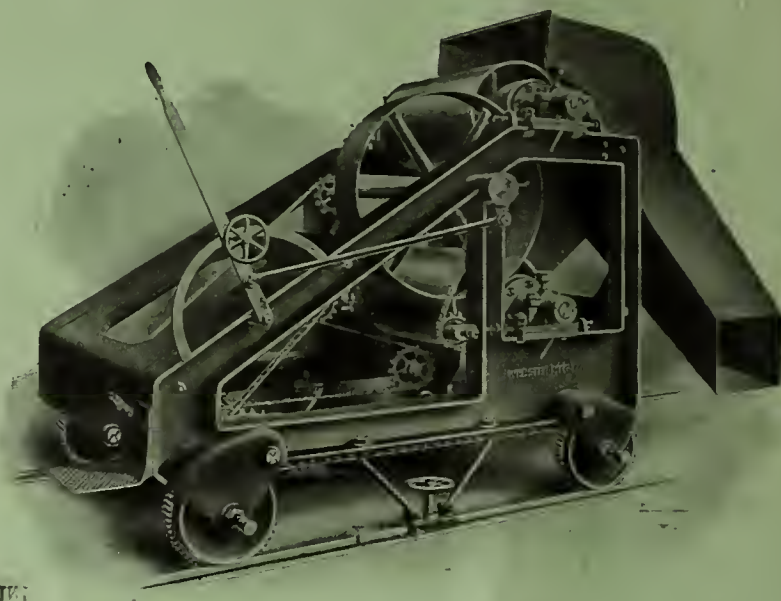
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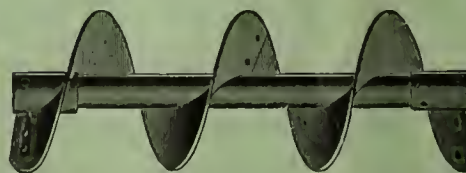


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